Interestingly, the nucleus of the later Maitland is indicated as 'Salt River Erven', likely derived from the original Salt River Outspan indicated to the north of Voortrekker Road. The Kalkbrandery is still indicated, but the more recent Salt River Works is not specifically inscribed.

The Woodstock Municipality was formed in 1881. It roughly comprised the area from Barron Street (near the French Lines) up to Station Street, Observatory, and thus also included Salt River. The Woodstock Municipality consisted of three wards. Ward 1 comprised the area below Lower Main/ Albert Road, Ward 2 that between Albert/ Lower Main and Victoria/ Main Roads, and Ward 3 the area above Victoria/ Main Road[18]. As is evident from this division, Salt River and Woodstock were not treated as discrete entities, but split over the three wards. By 1904 the Municipality had a population of around 30 000 inhabitants[19], making it one of the largest in South Africa. The Woodstock Municipality had a relatively short lifespan. It was incorporated into the Greater Cape Town Municipality in 1913 along with a number of other small Municipalities. Like its peers, it had lacked the rates base to fund a viable bulk water scheme of its own.

Railway activity around Salt River continued to increase. The Cape Railway Institute was founded by the Cape Railways in 1883, mainly to cater for the needs of its Salt River Works work force. It was typical of the Victorian age's obsession with the self-improvement of the working class, and similar Railway Institutes existed elsewhere in the British Empire. The stated purpose of the Cape Railways Institute was to 'disseminat(e) useful knowledge and encourage(e) rational amusement amongst all classes of people'. The Institute offered training to young railway apprentices and also had amenities such as a library[20].

The Salt River Works stimulated further large industrial development in the Salt River Lower Woodstock area, establishing it as a key industrial area for more than a century to follow. Early Salt River operations included Thesen's Timber Yards and Hare's brickfields, these later joined by Lever Brothers and Nectar Tea's factories in Malta Rd[21]. The large Cape Town Gasworks plant was established near Craig's Tower around the late 1860s. Atwell's Bakery, later taken over by Pyott's, and now the site of the Old Biscuit Mill, and, north of the railway line, Kamp's Cold Storage plant and the Castle Brewery, were other landmarks in Lower Woodstock.[22] The area around Woodstock Station was occupied by tanneries and leather working shops, and the smell was still distinctive of Woodstock Beach by 1925[23].

Frasers (1907) was the first modern clothing factory established in Salt River. It was however the demand for uniforms during World War One which was to establish Salt River as a major clothing manufacturing hub[24]. The industry particularly expanded after World War Two as South Africa became increasingly isolationist. Much of the industry was focused along Main Road Salt River[25]. Salt River was a clothing manufacturing hub into the 1990's, at which time at was no longer able to compete with imported ware.

Well into the early 20th century, nearby Woodstock Beach was home to an important snoek-based fishing fleet which fished Table Bay and surrounds. An account published in 1925 describes Woodstock Beach at the turn of the century as a lively place, with boats being launched and returning, craft and nets being mended, and much of the catch salted and dried near the beach by local women and children for the export market (Mauritius). Fresh fish was sold to the local community, which considered it a 'real blessing'[26]. By at least 1920, a crayfish canning factory was also operating in Woodstock, near Craig's Tower (see below).

With large employers preferring to have their workforce nearby, industrialisation spurred the need for residential development. Salt River was subdivided in a relatively short period from 1884-1901[27], but residential development only started taking off from around the turn of the 19th century. Mainly catering for

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[18] 'Memories of Good Old Woodstock', from unpublished typescript Memoirs of AF Keen, 1973, in Athirios, G and L (eds) (2014) The Cape Odyssey, 103 Woodstock: 127-138.
[19] Fransen, H, 2004.
[20] Worden N, Van Heyningen E, Bickford-Smith, V, Cape Town – The Making of a City, David Philip Publishers, 2004.
[21] Worden et al, 2004.
[22] 'Memories of Good Old Woodstock'.
[23] 'Woodstock Beach' – 1925 article by H Luhis which first appeared in The South African Nation, reprinted in The Cape Odyssey, 103, 2014, 41-47.
[24] Townsend S and Cornell C, A Heritage Statement for the Salt River Market. Prepared for the Spatial Planning Branch of the City of Cape Town Planning Department, 2005.
[25] https://www.capetownpartnership.co.za/2014/02/the-story-of-clothes-in-cape-town/.
[26] Memories of Good Old Woodstock'.
[27] Komane, Fatima (2010). Adaptive Re-use: The Salt River Market. UCT Masters of Architecture Mini-Thesis.

working-class families, the quality of housing was generally of a lower standard than developments in Woodstock and Observatory[28]. Little focus was placed on creating open spaces, playing areas, or gardening and treescaping. The lack of trees and open spaces and late 19th century built terraced houses all contributed to an industrial sense of place[29]. Numerous small grocers, butchers and dairies sprang up to support the residential population. Dairies like Van Eyssen's in Salt River and DHF Nelson's dairy and cattle dealer in Station Road, Woodstock suggest the still peri-rural nature of the area[30].

By 1901 the Lower Woodstock-Salt River settlement pattern was somewhat denser than 1880, especially around Woodstock Station, but also along Malta Road on the old Eberstedt Estate, since subdivided (refer Figure 27). The Salt River works are indicated, with a number of buildings, likely sheds and workshops, occupying the eastern portion of the site. The Salt River Estuary is indicated as the Salt River Marsh, and still occupies much of the land between the railway line and the Salt River. The Old Salt River Erven are now indicated as part of Maitland, and the Old Salt River Outspan is now referred to as the Maitland Commonage. A smaller, unnamed Outspan is also indicated, namely to the south of Voortrekker Rd, west of the Montagu Bridge across the Liesbeek River. No Outspan is indicated along the portion of Voortrekker Road which was later to accommodate the first Salt River Market.

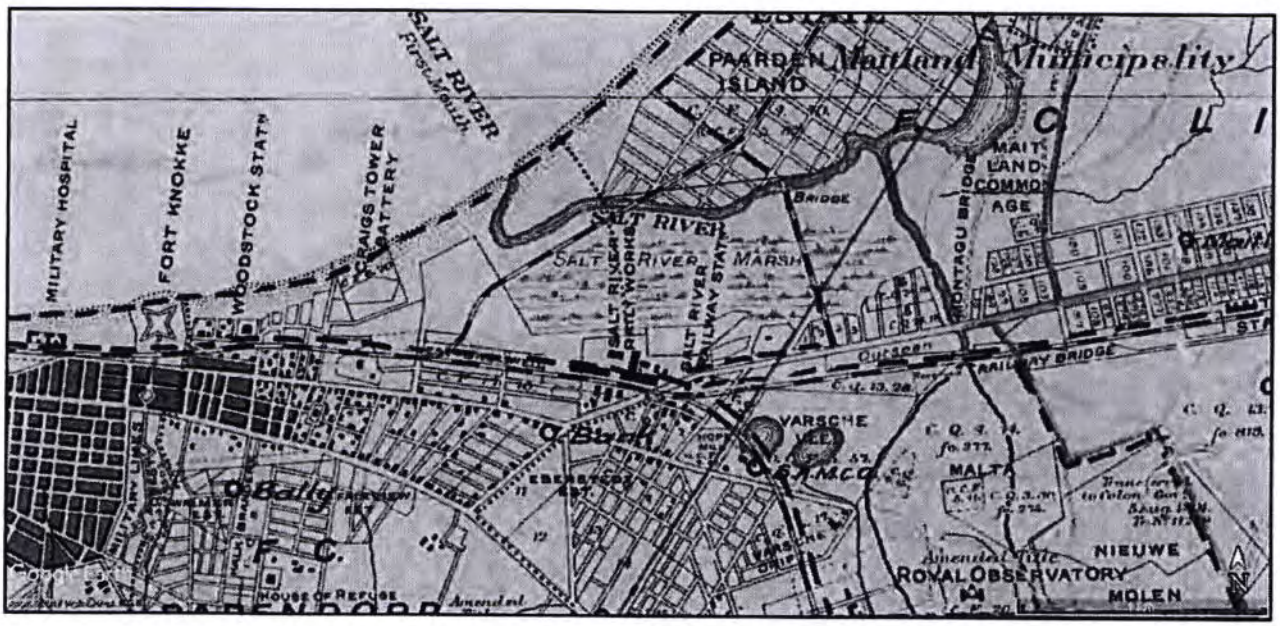

Figure 29: Site indicated on a portion of the 1901 Cape Division Map, Sheet 8 (Source: Chief Directorate: National Geo-spatial Information).

By the early 20th century Salt River-Lower Woodstock was superficially a typical British Colonial working-class suburb, with a British working-class culture. Pubs abounded: Goodwin Hotel, Belvedere Hotel, British Oak, Junction Hotel, and the area had a reputation for rowdy behaviour[31]. While areas along Main Road Woodstock such as Walmer Estate were considered fashionable, most higher-skilled workers preferred to live in the even more fashionable leafy Southern Suburbs[32].

In reality, the community was multi-ethnic and cosmopolitan, but mostly working class and less affluent. Life was lived 'on the street'. Salt River absorbed overflow population from District Six[33] as well as immigrant communities such as the Greek, Italian, Baltic Jewish, and later Portuguese ones. Writing of 1906 Salt River, Barbara McKenzie ('A Salt River Doctor') recalls English and Afrikaans being spoken, small shops owned by Greeks and Italians, the shops of Indian traders, and a Chinese laundry[34]. Salt River was also multi-religious,

[28] Fransen, 2004
[29] Worden et al, 2004
[30] 'Memories of Good Old Woodstock.
[31] Worden et al, 2014
[32] Fransen, 2004; Worden et al, 2004.
[33] Worden et al, 2004
[34] Townsend and Cornell, 2005.

with earlier Anglican and Methodist Churches (1883) soon followed by a Shul (early 1900s) and two Mosques (between 1906 and 1914)[35].

Despite its ethnic diversity and working-class environment, the Salt River community was divided by income and ethnicity, and was only a 'community' only in a limited sense. Expatriate British workers often disavowed their working-class background by moving out to the Southern suburbs. To be a 'Salt River workman' was considered a term of opprobrium by better-heeled Cape Town society. The Salt River Railway workshops were strictly segregated by colour and skills level. Skilled labourers were mainly English-speaking Europeans, many of who were expatriates. Most unskilled workers were initially Coloured, but by the start of the 20th Century, most were probably Black. Afrikaners only started being employed in substantial numbers after the First World War[36]

Pritchard's survey of the old Woodstock Municipal area indicates that by 1905 the entire site now formed part of the railway lands (refer Figure 25), with all the land adjacent to the north of the railway line occupied by the Salt River Works, or otherwise belonging to the railways. In contrast to the 1901 Divisional Map, no major structures are indicated on the site, but this may be a function of the municipally-focused nature of the survey. The survey unfortunately only recorded street frontages (i.e. partial footprints), but it is clear that most of the streets in the vicinity of Salt River Circle were at least partially lined with structures. Also indicated is the Junction Hotel at the foot of Junction Rd, across Maitland Rd (Voortrekker Road) from the site.

Of specific interest is the partially legible inscription 'Market' adjacent to the south of Voortrekker Road, west of Alfred Street. This appears to be the first documented reference to a market at Salt River. No structures are indicated in the area inscribed 'market'. As is clear from the 1901 Divisional Map, the market area was not part of the Outspan located west of the Montagu Bridge. More likely, the market occupied a portion of the Voortrekker Road reserve. The available copy of the Pritchard survey is unfortunately damaged, obscuring some details around the old market. It appears to have been an open-air market, where farm produce and fresh fish was sold. Farmers sold their produce from carts and waggons, and later, lorries[37].

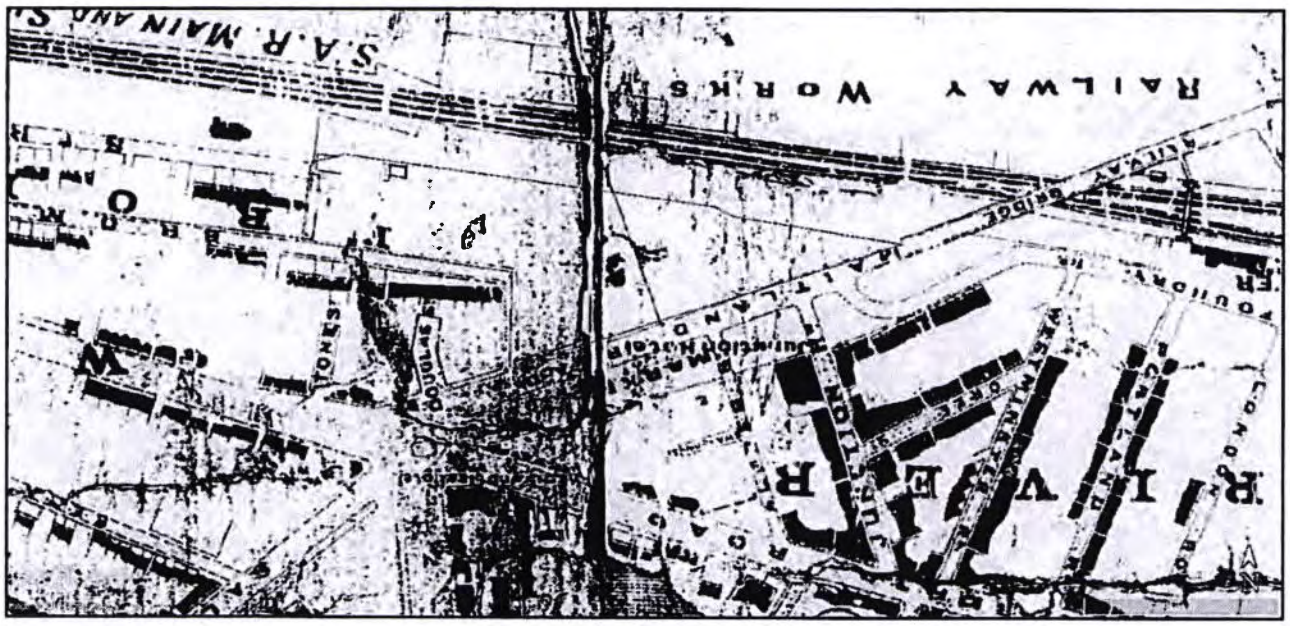

Figure 30: Site indicated on portion of the 1905 Pritchard Woodstock Survey (Source: City of Cape Town).

By 1911 the Salt River Railway Works employed 1319 workers (of which 986 skilled artisans), and was the largest railway workshop in South Africa[38]. The Cape (Salt River) Railway Institute's Annual Report for 1914 indicates that it had a membership of 1173, but noted that 'many local railway workers had not yet joined', and that membership could be expanded. The Report also provides an idea of other amenities and facilities

[35] Townsend and Cornell, 2005.
[36] Worden et al, 2004.
[37] Townsend and Cornell, 2005.
[38] Townsend and Cornell, 2005.

the Institute had on offer by at least 1914, namely a billiards room, a newspaper reading room, an orchestra, as well as floral and gardening exhibition facilities. Various sporting codes were also catered for[39]. The Railways Institute Hall and Library on Erf 15292 were built around the time of the First World War. The cornerstone of the Hall was laid in 1917[40].

The period after the First World War saw further large scale industrial development north of the railway line in Woodstock. By 1920, the area around Craig's tower (immediately to the west and east of Railway Street) accommodated the Gas Works, a crayfish canning factory, and the premises of the British Imperial-, the Vacuum, and the Texas Oil Companies (refer Figure 31). Fort Knokke was demolished during the mid-1920s to make way for more railway lines. Almost incongruously, a number of City plans from the Inter-war period indicate a number of existing cricket and football fields - or ones being applied for, on patches of land surrounded by industrial uses.

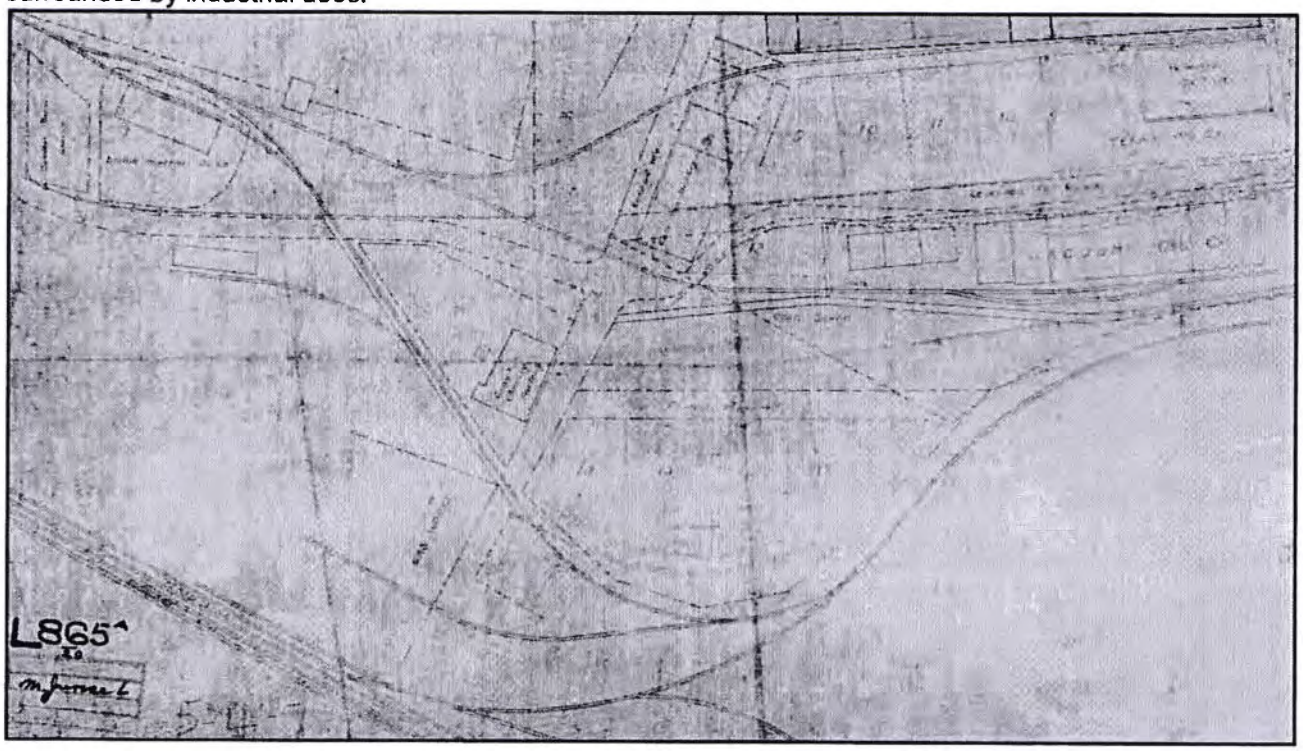

Figure 31: Portion of 1920 site layout plan of the new industrial area around Railway Street to the north west of the Salt River Market site (City of Cape Town Plan L865A_20).

A 1926 City of Cape Town plan provides a clearer picture of the area around the Salt River Circle (refer Figure 27). Compared to the 1905 survey, the market is now indicated as stretching one block further towards the east, namely up to the foot of Junction Road. No stalls or other structures are indicated.

[39] SAR& H Magazine, Vol 9, Nr 2, February 1915, pp 151-2.
[40] Townsend and Cornell, 2005.

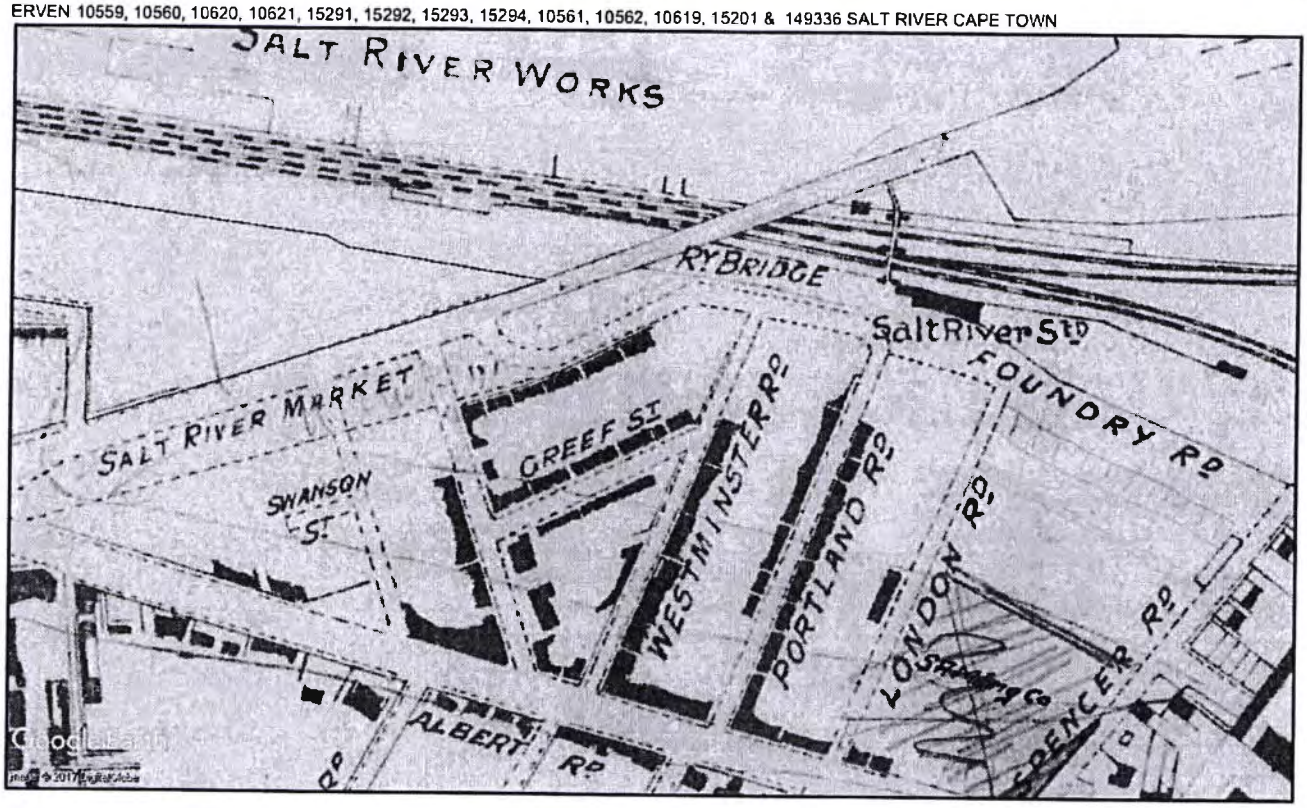

Figure 32: Site indicated on portion of a 1926 City of Cape Town plan. As the original plan copy is damaged, only a portion of the site is indicated (Source: City of Cape Town, L856_26).

A City Plan of the Salt River Market from 1933 confirms the market's location as indicated on the 1926 plan, i.e. between the Salt River Circle and the foot of Junction Road, parallel to the south of Maitland (Voortrekker) Road. Foundry Road had however been extended westwards, towards the Circle, cutting across some of the land formerly occupied by the market (refer Figure 33). The market is now indicated occupying two (of three) large traffic islands between Voortrekker and Foundry Roads. Three stall structures (or stall areas) are indicated, two of which occupying most of the island between the foot of Albert and Junction Roads.

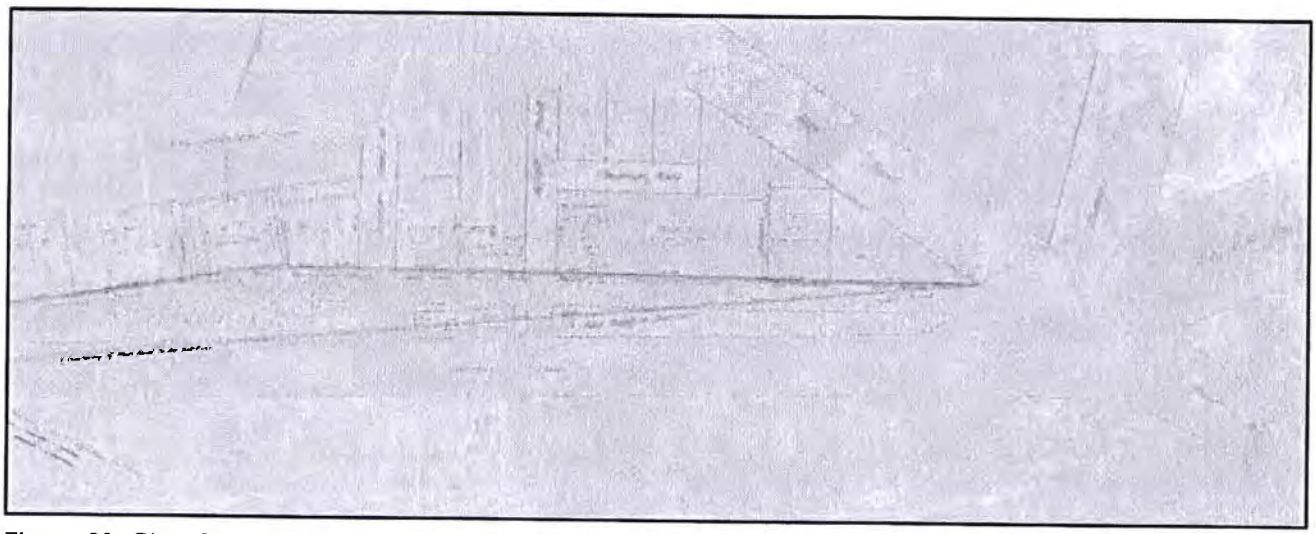

Figure 33: Plan Showing Salt River Market, Maitland Road, Salt River, 1933 (Source: City of Cape Town Plan L1401_33).

The first available aerial photography for the area (1934) indicates a number of buildings on the site (refer Figure 34).

Figure 34: The site superimposed onto 1934 aerial photography (Source: Chief Directorate: National Geo-spatial Information, 100/34_4_9516.

The building in the middle of the cluster of three buildings along Voortrekker Road is the Railway Institute Hall. The function of the other buildings on the site is not clear, but uses would have been associated with the railways. The three market stalls are clearly visible between Voortrekker and Foundry Roads. As is clear, there is not much space for parking near the market. Aerial photography for 1937 (not illustrated here) indicates an essentially unchanged footprint compared to 1934[41]. A Photograph in the Jeffreys collection in the Archives (J60) confirms that the market was still conducted here around 1937-8[42].

The era of motorized transport was however catching up with the open-air market. There was insufficient parking, and the market was starting to cause traffic congestion. The need had arisen to provide for an off-street market with parking. From 1936 proposals to move the market started surfacing in the Minutes of the Markets and Slaughterhouses Sub-committee of the City's General Purposes Committee. Likely in a bid to retain the market's existing customer base and continue capitalizing on the location along Voortrekker Road, Council in 1937 decided on the Railways Institute Hall site, and resolved to approach Government for transfer of the land[43].

As indicated by the relevant Surveyor-General diagrams, the various erven which became the market portion of the site were subdivided and transferred to Council from around 1937. This seems to indicate that whatever the purpose of the other buildings and open areas of the site had been to the railways, these were not considered indispensable, and were likely accommodated elsewhere on the railways' vast land holdings.

The Main Road to Maitland, often truncated to Maitland Road, was renamed Voortrekker Road in 1938, the year of the Great Trek Centenary celebrations. In the same year, plans were drawn up for the new market (refer Figure 35).

[41] See: Chief Directorate: National Geo-spatial Information, 281/37_001_19415.
[42] Townsend and Cornell, 2005.
[43] Townsend and Cornell, 2005.

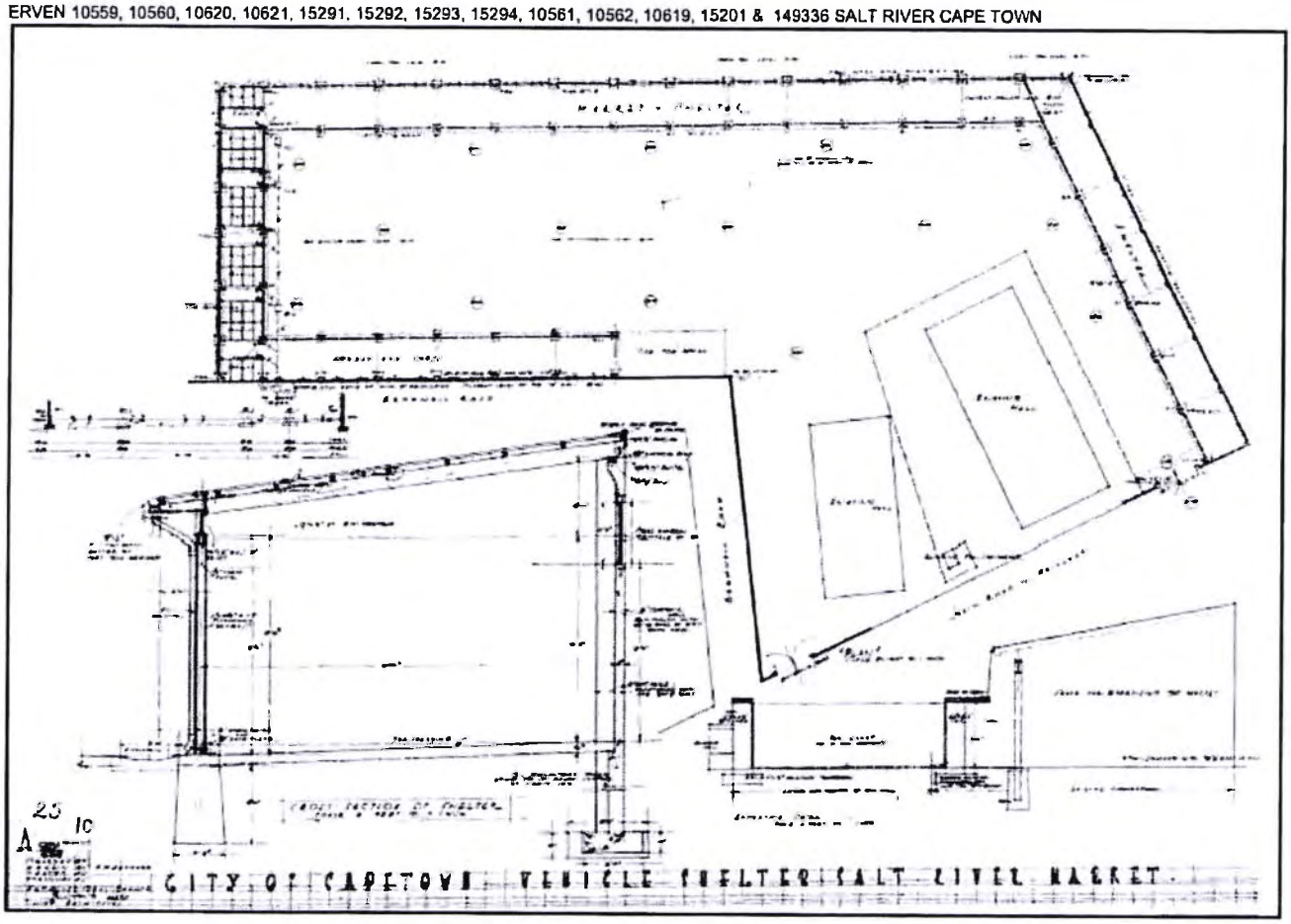

Figure 35: City of Cape Town plan for Vehicle Shelter at the Salt River Market (Source: City of Cape Town, A25_10, 1938).

The plan for Vehicle Shelter at Salt River (refer Figure 30) indicates two existing halls, one of which the Railways Institute Hall. The building to the east of the Railways Institute Hall visible in the 1934 aerial photography, is no longer indicated, so it would have been demolished around this time. The northern and eastern wings of the market building are indicated as proposed 'Market shelters'. The west wing and adjacent southern wing along Bromwell Road, was to be occupied by stables and an area designated for horses and carts. The plan also indicates provision for a billboard space to advertise the market, and for a market office site at the bend in Bromwell Road.

The 1939 revision of the 1934 1:25 000 Peninsula series provides an indication of the site in context (refer Figure 36). What is immediately obvious, is the canalization of the Salt River, the reclamation of the land formerly occupied by the Estuary and surrounding marshy ground, and the huge area occupied by the Railway Workshops to the north of the rail corridor, almost the entire area west of Railway Street up to Voortrekker Road. A large tract of additional railway land is also indicated to the east of the Simon's Town railway line. Only one building is indicated on the site (the Railway Institute Hall), but this is likely an effect of scale. Also indicated are the substantial premises of the Pyott's Factory (Old Biscuit Mill), and the SA Milling Company in Malta Road. The old market site to the south of Voortrekker Road is still indicated, as are its stalls.

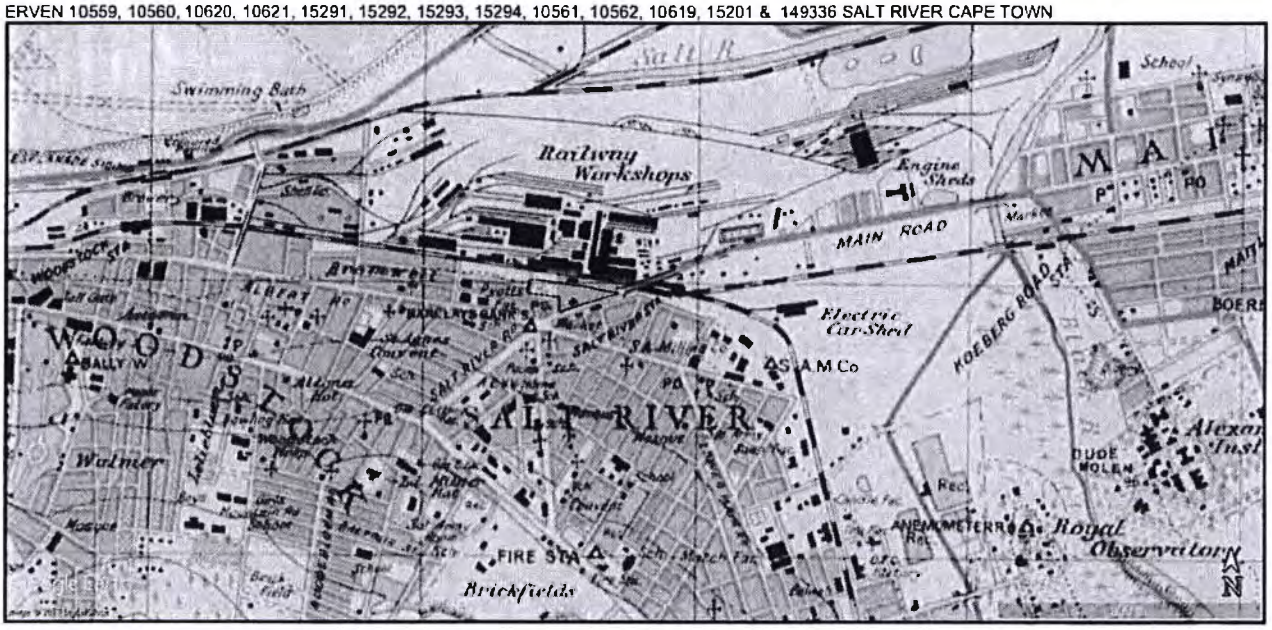

Figure 36: Site (dark blue outline) superimposed onto 1939 (minor) revision of the 1934 1:25 000 Peninsula series, Sheet 1 (Source: Chief Directorate: National Geo-spatial Information).

Supplementary plans were drawn up for the Fish Market and Market Master's Office in 1939. The new fresh produce market opened in December 1939, but the Fish Market, public Chalet, public toilets and stables were only completed in 1941. The intention was to accommodate both 'producers' and 'hawkers'. Separate areas were provided at the market for 'fish', 'farmers', 'vegetables and produce' and 'fruit' sellers.[44]

By 1945 the hall to the west of the Railways Institute Hall had disappeared, and had been replaced by a small rectangular building, the public Chalet (refer Figure 37). Aerial photography indicates two entrances off Voortrekker Road, and vehicles parked inside the area enclosed by the market. At least ten buildings of differing sizes are visible on Erf 176308, which occupies the site portion to the east of the market. These are likely railway sheds and workshops, as the enclosed parking area is inscribed 'SAR&H Parking Area' on the 1951 City Survey (see further below).

Figure 37: The site superimposed onto 1945 aerial photography (Source: Chief Directorate: National Geo-spatial Information, 203A/45_7_340).

[44] Townsend and Cornell, 2005.

By 1948, all stalls at the market were occupied. Farmers sold their produce from trucks, and paid only for the days they attended the market. By around 1950 the market was functionally divided into wholesaling farmers and local stallholders who then sold the produce retail[45]. The site and surrounds were surveyed in 1951 as part of the City's 1: 2400 survey (refer Figure 38). As is evident, the built footprint was largely unchanged from 1945.

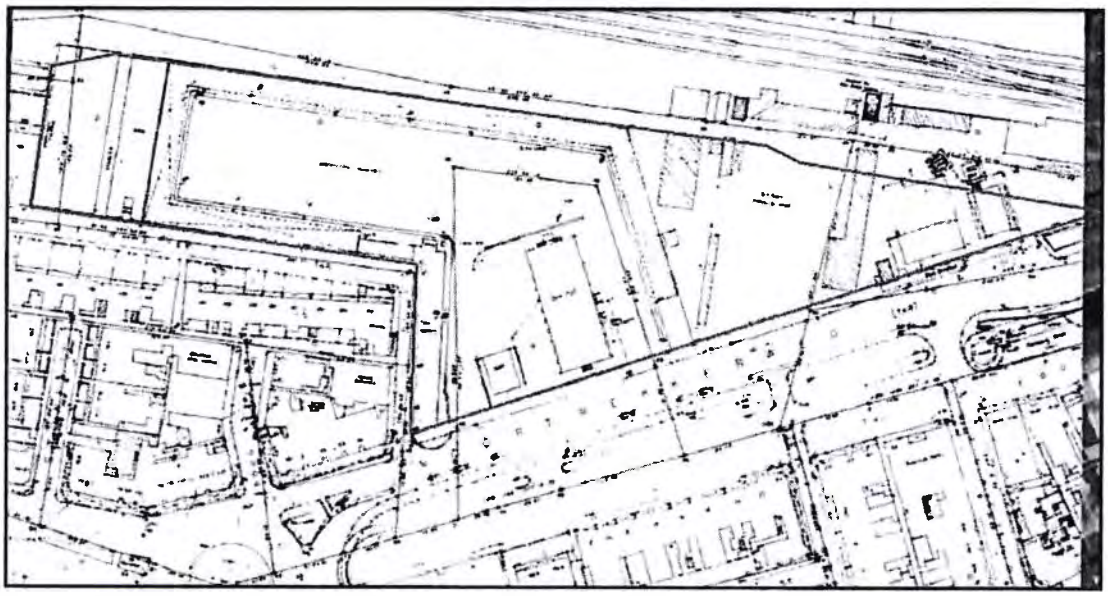

Figure 38: The site superimposed onto 1951 1:2400 City Survey of the relevant area (Source: City of Cape Town 1944-1966 survey, https://citymaps.capetown.gov.za/EGISViewer/).

Woodstock lost its connection with the sea during the 1940s and 1950s when the old Woodstock coastline was 'reclaimed' as part of the Foreshore development. Intervening road, rail and harbour developments provided physical barriers to the sea. A broad industrial belt north of the old Wellington line compounded the separation of the community from the sea. By 1958 the portions of Woodstock and Salt River between the railway line/ Voortrekker Road and the N1 were almost completely occupied by rail and industrial operations (refer Figure 39).

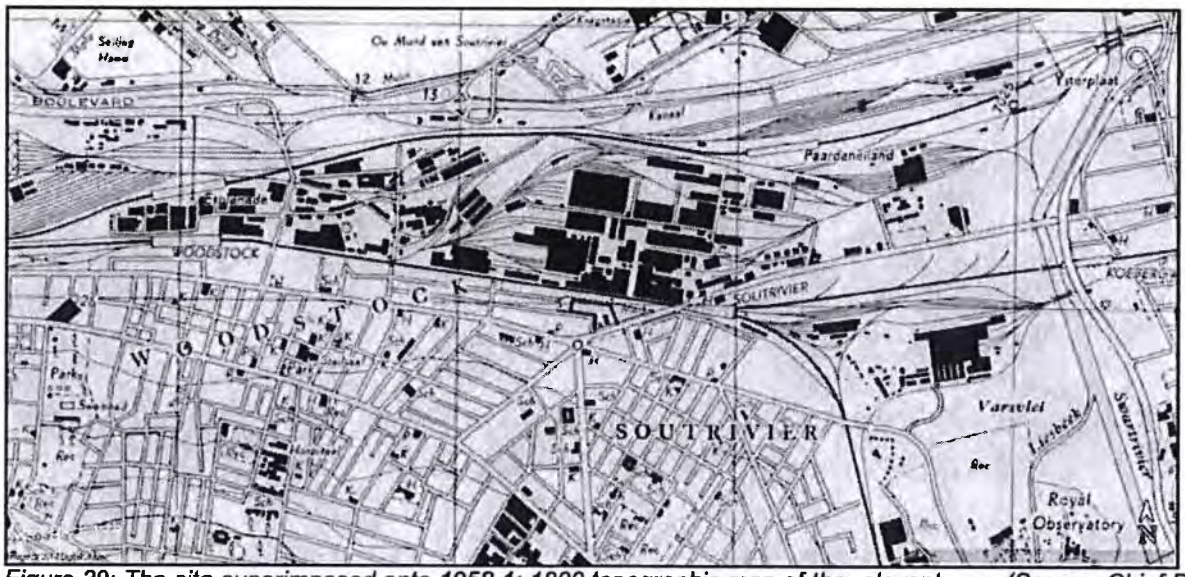

Figure 39: The site superimposed onto 1958 1: 1800 topographic map of the relevant area (Source: Chief Directorate: National Geo-spatial Information, 3318-2777).

[45] Townsend and Cornell, 2005.

By this time the Market was an established focal point for the local community, especially to its Coloured, Indian and Portuguese members. Residents at the time recall a bustling market, crowded with hundreds of people. Besides fish, fruit and vegetables, produce such as eggs, flowers and honey was also sold. One former resident recalls people gathering in the evenings after supper at the market to smoke and chat[46].

Aerial photography from 1966 indicates that, apart for more orderly parking arrangements, the built footprint on the market portion of the site was essentially unchanged from the 1951 survey (refer Figure 40). Use of the eastern portion of the site for SAR&H parking and other railway uses also appears unchanged. The site portion is still occupied by a number of structures of varying sizes, including a new large square building in the middle of the site.

Figure 40: The site superimposed onto 1966 aerial photography (Source: Chief Directorate: National Geo-spatial Information, 550-1/66_4_56).

Salt River and Woodstock were not as directly affected as nearby District Six by the implementation of the Group Areas Act during the 1950s-1980s. While it had been the state's original intention to remove racially-mixed areas like Salt River[47], in effect both Salt River and Woodstock communities survived Apartheid more or less intact, never suffering the mass forced relocations and demolitions of District Six. While Salt River was distinctly Coloured and Muslim in character, both areas effectively survived as de facto 'grey areas'. By 1976 a portion of Woodstock was the last area in Cape Town not to be classified by race, being categorized a 'controlled area' instead[48]. When President PW Botha in 1986 suggested that Woodstock be proclaimed a Coloured area, the community rose up to protest the relocation of Whites that would have entailed[49].

Both areas were however significantly affected by knock-on impacts of the forced removals of neighbouring communities. Salt River absorbed many evicted households from the Dry Dock, District Six and elsewhere[50]. The Salt River Market was seriously upset by changes to its labour force and customer base[51]. Separate amenities policies saw the development of racially segregated subway tunnels from the station to the Salt River Works in the 1950s. Salt River Station was the site of early mass action protest against the pass law system. Cartons of Rembrandt cigarettes, symbolic of Afrikaner products, were burnt there in March 1960[52].

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[46] Townsend and Cornell, 2005; Worden et al, 2004.
[47] Bicford-Smith V, Van Heyningen E, Worden N (1999). Cape Town in the Twentieth Century. David Philip, Cape Town.
[48] http://www.capetown.at/heritage/history/apart_enforce.htm.
[49] https://www.theguardian.com/cities/2014/aug/12/gentrification-woodstock-cape-town-suburb-hipster-heaven.
[50] Cape Argus, 14 February 2017, 'Marginalized citizens feel excluded from developments'.
[51] Townsend and Cornell, 2005; Worden et al, 2004.
[52] Bickford-Smith et al, 1999.

At the Salt River Market, the 1970s saw Council increasing stall rental fees (1974), and making stall holders financially responsible for cleaning (1977) and providing security (1978). The 1970s also saw the advent of large supermarkets and the start of a lasting shift in consumer shopping patterns ('one stop shopping') and preferences (e.g. for pre-packaged items). Nevertheless, by 1978, 78 of the 84 fresh produces stalls and all the fish stalls and stables were still occupied.[53]

Despite having transferred some of the running costs to stall holders, the market was running at such an ongoing loss that Council by 1982 started considering closing the Market. What turned out to be a fatal blow for the viability of the market was delivered around 1983, when the Voortrekker Road rail bridge was upgraded. An unbroken median now significantly restricted access to the market. The market became 'hidden' from passing traffic. By 1984, only 52 of fresh produce stalls continued to be occupied. In a bid to revive the market, Council in 1987 transferred the lease to a single head lease holder, Mr Patel. Mr Patel repainted the market, and re-opened it to include a flea market. The venture was unsuccessful.[54]

The changes to Voortrekker Rd's geometry are visible in 1988 aerial photography (refer Figure 41). Voortrekker Road had acquired its current form. It now had double lanes in both directions, separated by an uninterrupted median from the Salt River Circle to the entrance to the Transnet container yard north of the railway line. Whereas traffic travelling in both directions along Voortrekker Road could formerly turn into Foundry Road, or make a U-turn back to Salt River Circle, the median now made this impossible. Foundry Road itself had largely become hidden from Voortrekker Road by the increased span of the upgraded bridge. The built footprint on the Market portion of the site has remained unchanged from 1966. A number of buildings had however disappeared from the eastern site portion, with only a small cluster remaining in the central portion. The SAR&H parking area is still used as before.

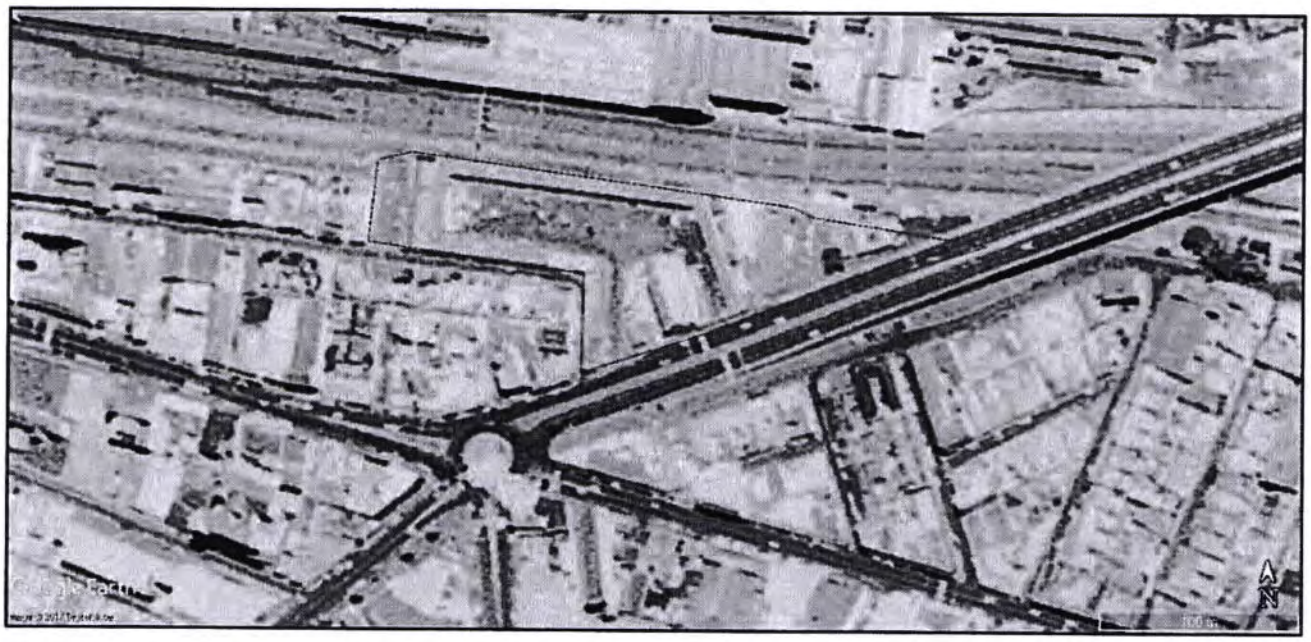

Figure 41: The site superimposed onto 1988 aerial photography (Source: Chief Directorate: National Geo-spatial Information, 919_8_9260).

The opening up of South Africa's markets to global exports during the 1990s had a devastating impact on the viability of the local textile industry. Salt River, for decades one of the largest clothing manufacturing hubs in the Western Cape, was significantly affected by factory closures and retrenchments into the early 2000s. Many community members, from factory workers, owners of tailoring and smaller service businesses, were affected by the fate of garment industry[55]. The 1990s had also seen a durable decline in the demand for rail cargo, and the Salt River Works scaled down its workforce[56]. The preceding decades had also seen pressure

[53] Townsend and Cornell, 2005.
[54] Townsend and Cornell, 2005.
[55] Komane, 2010.
[56] Salt River rail workshop eyes return to glory days', Creamer's Engineering News, 1st June 2012.

on noxious and heavier industry to move out to more peripheral, appropriately zoned areas. Much of the area's industrial fabric no longer sustained operations[57].

To compound matters, by 2003 Lower Woodstock-Salt River had benefited little from public investment in the almost a decade since the dawn of the New South Africa[58]. This was reflected in a general sense of grime and decay, and portions of the area e.g. London Road, Gympie Street having a city-wide reputation as hotspots of crime, hard drugs and prostitution. Vagrancy, small informal settlements and backyard dwellings had become part of the fabric. The area stayed true to its reputation of being welcoming of working-class foreigners, many of them now from Francophone Africa. Significantly, during the wave of xenophobic attacks which swept the country in 2008, Woodstock-Salt River saw no major incidents[59].

In 2002 the City of Cape Town commissioned a Revitalization Framework to address the neglect and stimulate upliftment of the area. According to the author of the subsequent Report, the challenge was to retain Salt River as an inner-city stronghold of the poor, and to reflect its richness and diversity in peoples and faiths. Three Development Precincts were identified, namely Trafalgar Park, the Salt River Market, and Mountain Road. The economic strategy underpinning the Framework focused on commercial revitalization and the creation of an attractive investment climate. The focus was to be on the main roads, Victoria, Albert and Salt River Roads, but also affecting some side streets.[60] The economic strategy was to open the door for subsequent and still ongoing gentrification of the area.

Gentrification was helped by two other pivotal events. The first, in 2003, was the suspension of rent control legislation which had been in place since the 1920s. Despite protest from the community, market forces were now to dictate rentals. These were given a good push in 2004 when parts of Salt River and Woodstock were included in the City's Urban Development Zone (UDZ). Treasury's UDZ policy encouraged inner-city commercial and residential development, offering tax incentives to developers prepared to invest in such development, including in low-cost housing. In the event, it only attracted commercial and market-rate residential development[61].

By 2005, three fresh produce stalls still clung on at the Market. Most of the space was utilized for parking and a partially open-air plumbing hardware operation, John Brass[62]. The old stables (21 in number) had still been in use until the late 1990s or early 2000s. By around 2005 they appear to have become occupied by homeless households[63]. In the same year the old Pyott's Biscuit Mill was acquired for commercial development. The success of the venture paved the way for other developers to follow[64].

The trendy Saturday market, boutique shops and the award-winning Taste Kitchen restaurant have established the Old Biscuit Mill venue as hip and happening. Other successful developments include the Woodstock Exchange lower down in Albert Road. Woodstock has now become an established, trendy creative/ design centre. It has also established a reputation for its craft and independently-brewed beers. Such investment has visibly transformed (renovated, cleaned-up) portions of Woodstock and Salt River, and also improved day-time security in these areas. The terrace houses in Gympie Street have been renovated, and now sported fresh pastel-coloured paintwork[65]. Due to different client bases, the Salt River Market has however not benefited from any spill-over commercial activities. The main impact has been on congestion and it's parking.[66]

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[57] Komane, 2010.
[58] Mammon, N (2003). Inner City Revitalisation: The Woodstock – Salt River Revitalisation Framework. (https://www.africancentreforcities.net/wp-content/uploads/2013/09/mammon_InnerCityRevitalisation.pdf).
[59] Women in Informal Employment: Globalizing and Organizing (WIEGO) Brief 4, August 2010, Harvard University.
[60] Mammon, N (2003). Inner City Revitalisation: The Woodstock – Salt River Revitalisation Framework.
[61] Pillay, Sarita, The displacement phenomenon: Woodstock and Salt River, Groundup, 21 September 2016. (https://www.groundup.org.za/article/displacement-phenomenon-woodstock-salt-river/).
[62] Townsend and Cornell, 2005.
[63] Hogg, Christine, 'Uncertain Future For Residents Of Old Stables In Woodstock', Groundup, 13 July 2016.
[64] Pillay, Sarita, 'The displacement phenomenon...'.
[65] Joseph, Raymond, 'The gentrification of Woodstock: from rundown suburb to hipster heaven', posted by The Guardian, 2 August 2014 (https://www.theguardian.com/cities/2014/aug/12/gentrification-woodstock-cape-town-suburb-hipster-heaven).
[66] Thompson, Tammy, 'Future Uncertain For Salt River Market', Posted 203-05-14 On Woodstock LIFE Website https://woodstocklife.weebly.com/news/future-uncertain-for-salt-river-market.

While property prices and rentals had been steadily increasing in Woodstock since the 1980s, after the Old Biscuit Mill opened, these sky-rocketed, especially along Albert Road. Prior to 2004, property sales on adjacent Bromwell Street did not exceed R135,000. In 2015, a property sold for R5.9 million. By 2016 the average rent for a 2-bedroom property in Salt River was R6 301.00, and in Woodstock, R5 964.00, that, while Census 2011 indicates that 40-50% of local households earned <R6 400/ month[67].

Families who had lived in the area for generation were now finding themselves unable to afford to continue doing so. Workshop space was also becoming unaffordable to many artisans and craftsmen. The first recorded evictions appear to date from around 2004, with the World Cup in 2010 providing a further impetus[68]. Numerous articles in the Cape Town press and online publications on the websites of Groundup, The Guardian and others have been highlighting the plight of the community over the past few years.

The Development Action Group (DAG) recently did a survey amongst local residents, with the participation of 35 local organisations and individuals. According to DAGs findings, 'Residents spoke about a unique quality of life in Woodstock and Salt River, which is changing rapidly. Many felt like strangers in their own backyard, saying "there is nothing here for us except coffee shops on every other corner and places we cannot afford to eat at, buy from, and enjoy". As another put it: "Salt River used to be the hub, we had places like Bonwit and Rex Trueform, and the streets were lined with brokers selling fresh produce. People walked in droves here, either to or on their back way from work."'[69]

The UDZ thus appears to have been a mixed blessing. While it has reversed decay, increased local property values and established Woodstock as a creative hub, up to now it appears to have had the effect of succeeding where Apartheid had failed, namely displacing local residents to the margins of the City's Delft or Blikkiesdorp transitional housing facilities.

A corrective is however in the offing, as the CCT on 2 October 2017 announced that 11 sites within a 5-km radius of the CBD have been made available for affordable housing, social housing and transitional housing. The majority of the identified sites are in Salt River and Woodstock. The CCT hopes to develop around 4000 residential units, catering at the R3 501.00 - R15 000.00 income bracket. Development is envisaged by July 2018. However, at the same time the CCT has indicated that it had received many letters from property owners concerned that such developments would negatively affect local property prices[70].

Figure 42: Archival photograph c 1937 of the initial market site on the side of Maitland Road (now Voortrekker Road), Cape Archives J60 in source Townsend and Cornell 20115 Illustration 2

[67] Pillay, Sarita, The displacement phenomenon...'
[68] Joseph, Raymond, 'The gentrification of Woodstock: from rundown suburb to hipster heaven'.
[69] 'Marginalized citizens feel excluded from developments', Cape Argus, 14 February 2017.
[70] Philander, Rusana, 'Six new affordable housing sites announced for Cape Town', Cape Argus, 2 October 2017.

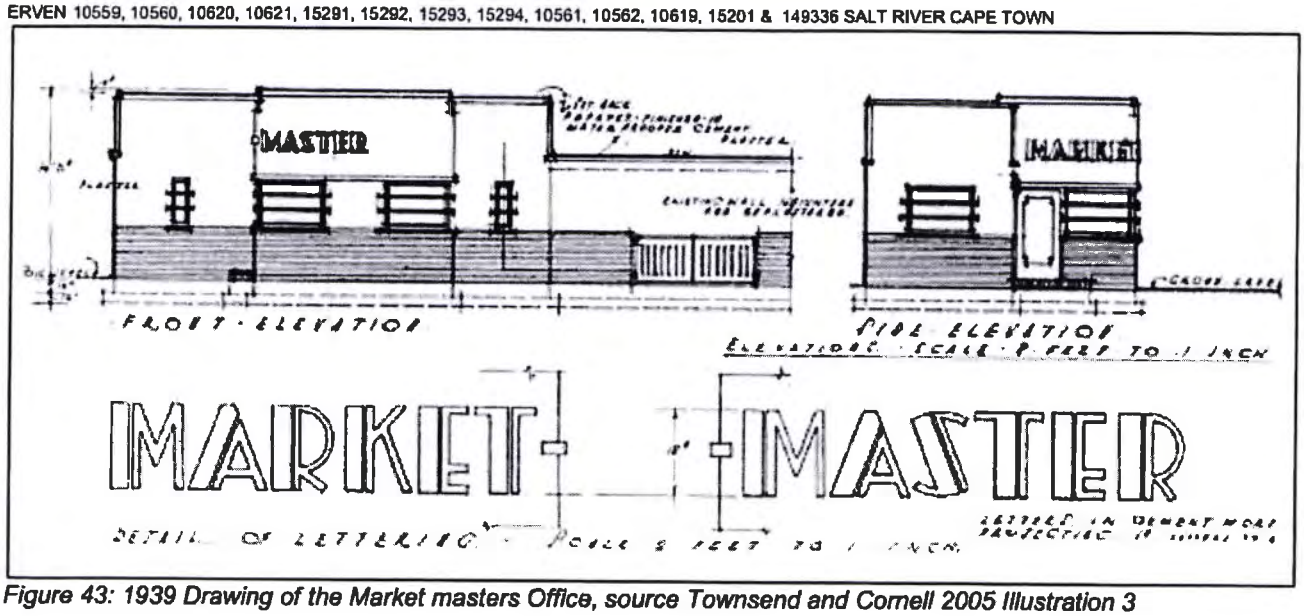

Figure 43: 1939 Drawing of the Market masters Office, source Townsend and Cornell 2005 Illustration 3

SECTION 4 SITE CULTURAL SIGNIFICANCE

4.1 INTRODUCTION

The assessment of the provisional cultural significance of the site is developed according to the requirements of the NHRA S 38 (3)(b) and the grading guidelines of HWC and CCT EHRM. NHRA defines cultural significance as "historical, architectural, aesthetic, environmental, social or technological/scientific value or significance". The spatial and historical analysis of the site context informs the assessment of the proposed alterations to the existing buildings.

4.2 IDENTIFIED HERITAGE RESOURCES ON SITE

The site is assessed to be part of the national estate, as it does satisfy the requirements of the NHRA cultural significances identified in NHRA Section 7. In summary the site is assessed to have the following attributes:

5. Importance in the communities of Cape Town and specifically Salt River and Woodstock in being used as a market from 1939, and the site precinct used as a market in the late 19th century;
   - It is assessed to consist of rare attributes as a market site that has survived since 1939;
   - The oral history studies have demonstrated that the site has a potential to yield additional information that will contribute to an understanding of Cape Town's cultural heritage. Additional research on the site's users will potentially uncover further information;
   - The site has an importance in demonstrating the characteristics of a market site that thrived for decades until the late 20th century;
   - The Salt River Railways Institute Hall has aesthetic, social, creative and technical significances that are valued by Capetonians and visitors to the city;

The site is a place of intangible and intangible significances. It consists of significant buildings and structures of cultural significance, in addition to possessing living heritage of a continued market. It is a place to which oral traditions are attached, and it contributes to the historical Salt River and Woodstock settlement.

The identified heritage resources on site and in immediate context to the site are outlined in Table 5.

Table 5: Recommended grading and significances for site's heritage resources

No	Building/site precinct	Description	Significance	Add. Significances	Recommended Grading
1	Salt River Railways institute Hall	Hall constructed IN 1917, highly intact and available to the public for events	Historic, social, aesthetic, architectural	Landmark	Grade IIIA
2	Civic area adjacent to the Hall	Open area adjacent to the Hall Former buildings, now demolished	Historic Social	Contextual Rare in Salt River	Grade IIIB
3	Former Manager Office	Small and low scale building	Historic Social	Rare and Unique	Grade IIIB
4	Market Area	Central area between market Stalls	Intangible Historic Social		Grade IIIC

4.3 IDENTIFIED HERITAGE RESOURCES IN SITE CONTEXT

The context of the site has high local cultural significance with a high concentration of locally significant buildings and sites. Good examples of residential use terraces in addition to local hotels are afforded a high local grading (refer Figure 44).

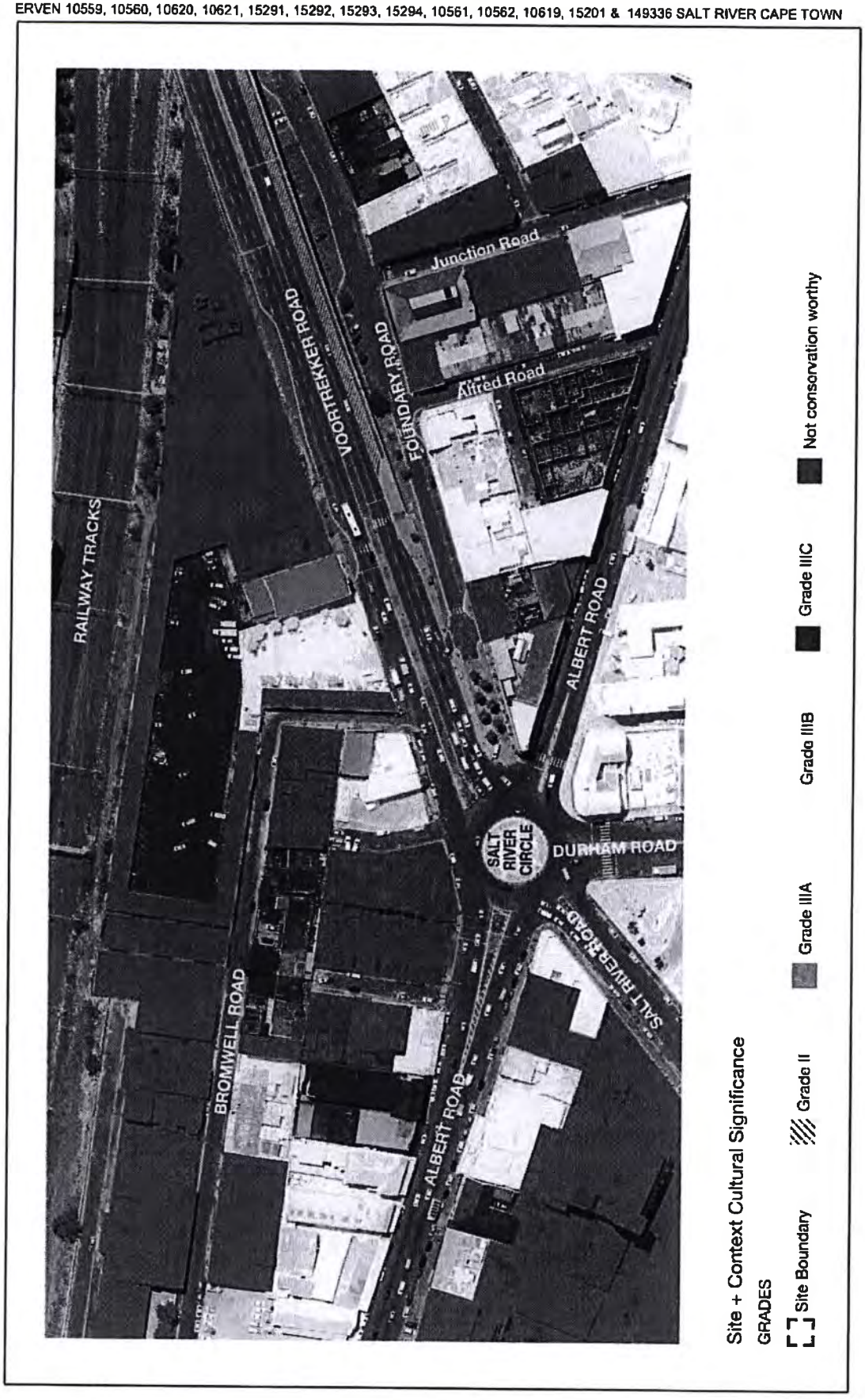

Figure 44: recommended grading of site and immediate context

SECTION 5 HERITAGE DESIGN INDICATORS

5.1 INTRODUCTION

Heritage design indicators guide future development in order to prevent or mitigate potentially high negative impacts on the site's identified heritage resources and its cultural significance. The indicators are to guide the design of the proposed. The heritage design guidelines form the criteria on which the proposed development is assessed (refer Figure 45).

5.2 HERITAGE DESIGN INDICATORS

The following heritage design indicators are provided to guide the future development on the site and the potential alterations to structures and buildings.

5.2.1 Response to the site's surrounding urban context (Townscape)

The proposed development is required to respond in a positive manner to the site context, in terms of scale, typology[71] of buildings and urban forms. Contained below are the heritage design indicators for the response to Bromwell Road, Voortrekker Road, typology and scale.

5.2.2 Response to the Site

The response to the site is divided into buildings (significant and insignificant), streetscapes, scale and open areas.

5.2.2.1 Futures Uses

The site can accommodate multi uses such as commercial, residential and institutional. Retain a degree of market use and facilities on site in a publicly accessible area, such as abutting the civic square. In this way the socially significant land use on site will be continued.

5.2.2.2 Significant Buildings

Salt River Railways Institute Hall

The Salt River Railways Institute Hall is the most significant building on the site. New development on site is required to respect the hall's scale, orientation, relationship with the civic square and Voortrekker Road. Any future development that immediately abuts the hall should be of a lower scale than the hall and clearly separated so that the hall retains its dominance and legibility on the site and immediate context.

The Hall's facades should be retained in entirety with possible minor alterations to introduce windows into the western wall within the former or mock openings. The interior is highly intact and should be conserved and restored where necessary.

The reuse of the Hall for other purposes than the current civic use could occur providing that the Hall is not negatively impacted. New development in context to the hall should respond to the hall's scale and orientation i.e. new buildings adjacent should not over scale the hall nor impact its optimum functioning.

Former Manager's Office

Retain the structure and restore the facade where required. Alterations can occur within the building for a potential reuse. New development in close proximity to the former office should retain the identity of the small building and aim to celebrated the structure in its central site position, as a tangible resource of the site's former use as a Market.

[71] Typology (in urban planning and architecture) is the taxonomic classification of (usually physical) characteristics commonly found in buildings and urban places, according to their association with different categories, such as intensity of development (from natural or rural to highly urban), degrees of formality, and school of thought (for example, modernist or traditional). Individual characteristics form patterns. Patterns relate elements hierarchically across physical scales (from small details to large systems).

5.2.2.3 Insignificant Buildings

The following listed structures on site are assessed as low or insignificant cultural significance for potential demolition, if required in the redevelopment of the site:

- Trading stalls (1939);
- Single storey buildings on Brownlow Road;
- Hall's administration buildings (under 60 years);
- Partly demolished railways buildings on the site's eastern precinct, bounded by the Hall, Railway line and Voortrekker Road.

5.2.2.4 Undeveloped site precincts

Civic Square abutting Voortrekker Road and the Hall

At present the civic square adjacent to the Hall provides a public space and a setting for the Hall. Open and civic areas are rare in this context and should be retained and celebrated. It complements the Hall's functions, for example limited vehicular parking, and a recreational and socialising area for the public.

The insertion of improved hard and soft landscaping elements will improve the square and positively impact the site and context. New development between this civic square and Bromwell Road should respond to the open area in terms of scale, interactive facades and appropriate public recreational use.

The entrance to the civic square be given visual prominence and the appropriate urban prominence.

Site zoned Public Open Space

The existing site precinct zoned public open space (POS) is situated on the site's northern edge, adjacent to Bromwell Road and spatially divorced from the site due to the existing structures.

Absorb this section of the site into the proposed development and rezone the civic square a POS. This will allow the civic square to retain its public use and the community has a POS in an appropriately public position that can relates to new uses on the site.

5.2.2.5 Potential Development Precincts

The site is assessed for the potential opportunities and constraints. The precincts that offer the potential for higher development opportunities are situated adjacent to the railway line. These site precincts occupy the former Transnet land and the current market area and vehicular car park. Providing that the design offers a scale of buildings that relate to Brownlow road and the Hall, the proposed development to the eastern precinct can be multi-level storeys.

Open Market areas within Market site

Design a series of 'open areas' between and within multi-level buildings for optimum design of the buildings and the provision of landscaped recreational areas for the future occupants.

Context 'fine grain' built environment

Respond to the context's fine grain build environment in the proposed development of the site, primarily on Bromwell Road and in relation to the Hall. Bromwell Road is presently a narrow one-way road with low scale buildings located opposite the road. These buildings although historic, are in poor condition and it seems likely that these sites will be redeveloped in time to respond to the site and context opportunities. The redevelopment of these site are expected to be of a higher scale than the existing low scaled buildings i.e. to between four and six storeys.

Of importance to the site context is the townscape typology that consists of buildings in immediate proximity to each other, predominately fine grained with facades responding positively and directly to the street in the following ways:

1. Visual connections between the public space (roads) and the buildings/gardens, enabled by low boundary walls, buildings with doors and windows openings abutting the street;

2. Gardens between the street and the buildings that are used for recreation and enjoyments, and shade of trees for locals to socialize;
3. Access to the private properties from the street.

Certain residences are set back from the street with low walls and mature trees providing pedestrian friendly environment.

The proposed development on Bromwell Road is to respond to the positive qualities of the existing built environment in the following manner:

1. Buildings on Bromwell Road should not be above six (6) storeys in height in order to respond to the lower scaled broader site context and to provide a variety of scaled buildings within the site;
2. The upper level could be within a pitched roofscape in order to respond to the historic roofscapes in the site context;
3. The use of Bromwell Road buildings could be for residential and commercial use;
4. The buildings on Bromwell Road should exhibit a finer grain in order to respond to the broader, historic site context. Buildings could be fragmented or/and exhibit divisions in the façade;
5. The ground floor of the proposed building/s should relate directly to the Bromwell Road street level;
6. Pedestrian scaled façade windows and potentially doorways should overlook the street;
7. No basement parking windows / vents should be permitted to Bromwell Road;
8. Vegetation between the road and the proposed buildings should be accommodated;
9. If a boundary definition is required, the scale and materials should complement the pedestrian quality of the street, for example low walls and / or palisade fencing to a maximum height of 1.8m.

The site interacts with Foundry Road under the Voortrekker Bridge. Similarly, to Bromwell Road, the buildings abutting Foundry Road are low scaled, fine grained, and have a positive spatial relationship with the street. The buildings are all situated on the street boundary with an interface that consists of a verandah.

New development under the Voortrekker Road Bridge is required to positively impact the streetscape and buildings on Foundry Road.

Although the multi laned Voortrekker Road has severed the site from the Foundry Road precinct (south of the site), the proposed development on the site's south eastern precinct should respond to the elevated roadway in terms of its façade treatment, as a multi-level building will be highly visible from numerous vantage points. The facades should respond in well-articulated facades that include windows and doors i.e. this facade should not be designed as a rear (service) facade.

5.2.2.6 Accesses points and Vehicle Accommodation

Future development of the site should optimise the numerous opportunities for surrounding roadways to access the site, so that the site is not used as a drive through but instead cars are accommodated into the various precincts. Car parking areas should be kept to a minimum on grade, in order to respond to the local typology and to optimise on the site. Underground parking areas should be explored to provide optimum parking areas and retaining above level open areas for optimum people's use. A pedestrian connection between the site and the Salt River Railway Station should be facilitated.

5.2.2.7 New Structures and Buildings

Certain site precincts are identified with lower or no cultural significance, with the opportunity identified to develop structures in these precincts situated adjacent to the Railway line. These precincts can potentially absorb higher scale and less fine-grained buildings i.e. larger scaled and bigger footprint buildings.

Buildings abutting Bromwell Road should not be above six normal height [72]levels and be residential in use. Buildings abutting the Railway line can reach a scale of maximum 10 normal height levels. It will assist the gradation to this higher scale if there are intermediate structured between structures on Bromwell Road and the rear structures i.e. 8 storeys. This allow a scale gradient between Bromwell Road and the Railway line precinct.

[72] 'Normal height' is considered in this project to be a maximum of 3m floor finish level (FFL) to floor finish level (FFL).

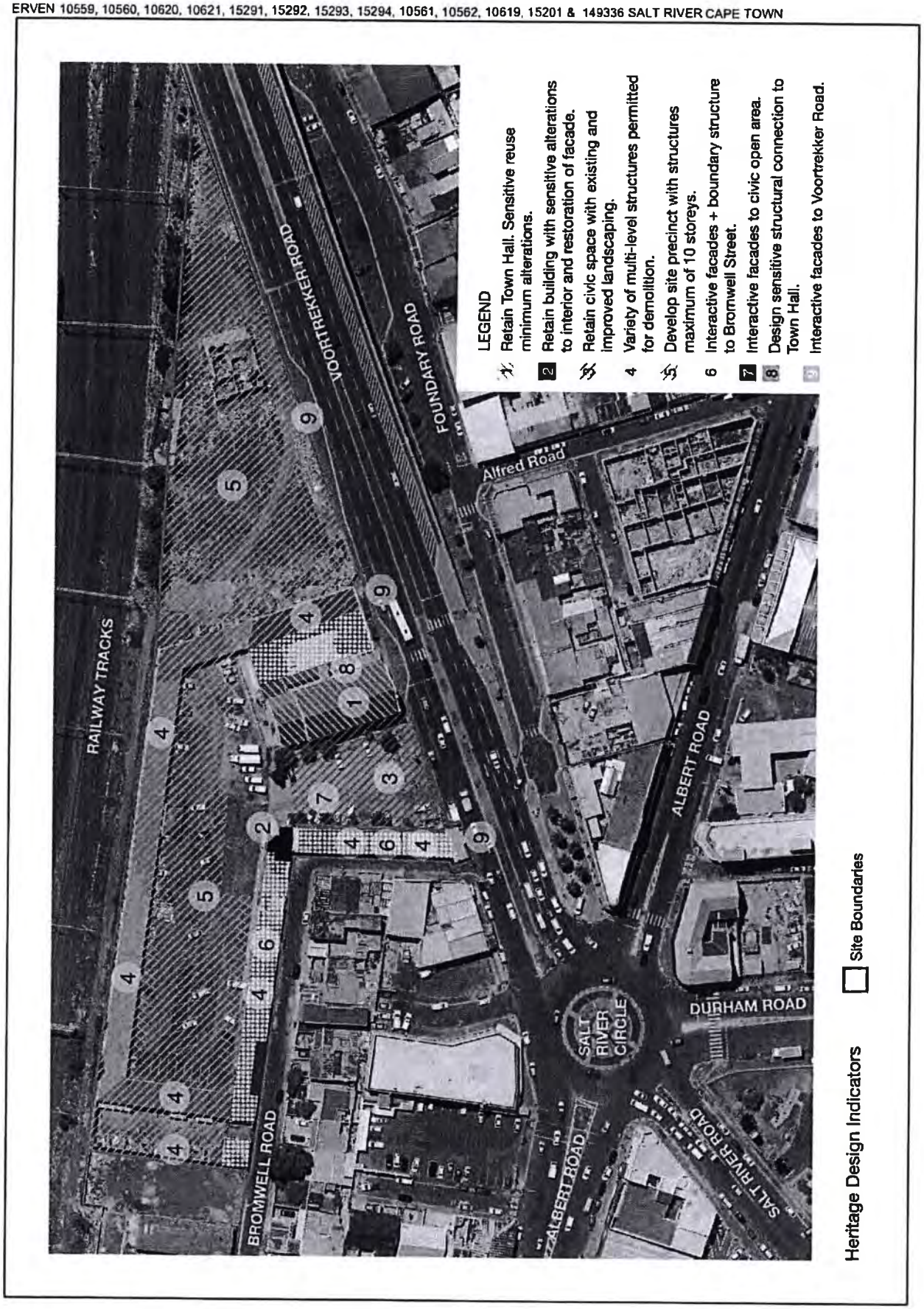

Figure 45: Site's Heritage Design Indicators

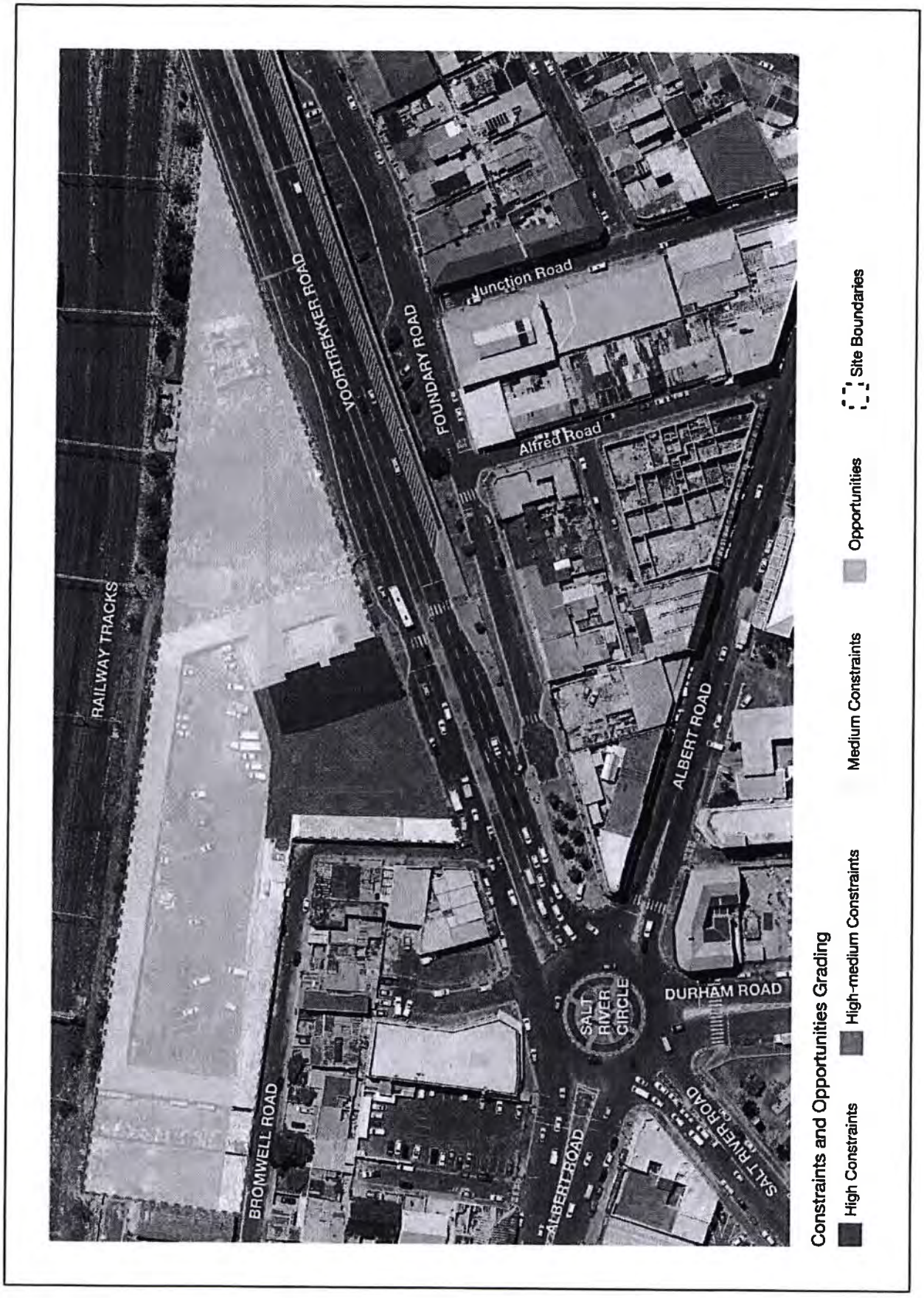

Figure 46: Site Opportunities and Constraints

SECTION 6 DEVELOPMENT APPLICATION

6.1 INTRODUCTION

This section is sourced from the Ruben Reddy Architect report: Project – 067 Salt River Market Housing Stage 2 Report Date: 15-06-2018[73] and Planning application by Jono Trust 2018. The residential development will consist of social housing and market-related rental accommodation. Both have vertical access from the ground floor, as well as the interactive access from the public elements on the second floor. These buildings are seen as strong urban elements that emphasise the key role of the site as an example of the regeneration of this part of the city. There is a clear integration between the various elements, with no obvious architectural distinction between the income and tenure differences.

6.2 PLANNING APPLICATION

The application for the proposed rezoning, subdivision, consolidation & departures as follows: (Jono Trust 2018):

- Application in terms of Section 42(f) of the By-Law to consolidate Erven 10559, 10560, 10620, 10621, 15291, 15292, 15293, 15294, 10561, 10562, 10619 and 176308 Cape Town.
- Application in terms of Section 42(d) to subdivide the consolidated property into 3 portions:
    - Portion A: 13 837m²;
    - Portion B: 279m²; and
    - Portion C: 136m².
- Application in terms of Section 42(a) of the By-Law to rezone:
    - Portion A to 'Mixed Use 3 (MU3)'.
    - Portion B to 'Transport Zone 2 (TR2)'.
    - Portion C to Transport Zone 2 (TR2).
- Application in terms of Section 42(b) of the By-Law to permit Floor Level 9 & 10 of the building to be setback 0,2m in lieu of the permitted 4.5m in the northern common boundary, as allowed by Item 64 (c) (i) of the DMS.
- Application in terms Section 42(i) of the By-Law for City approval to allow a building to be closer than 5m in a metropolitan route.
- Application in terms of Section 42(u) to approve a Site Development Plan that shows the space functions within and how the uses will be arranged in the proposed development.

6.3 DESIGN EXPLANATION

The design proposal is explained through a series of plans that focus on accommodation provision, pedestrian movement (public & residents), vehicular movement (public & residents), spatial relationship to Bromwell Road and the Community Hall, in addition to Community Hall and Manager's office proposals.

[73] Formatting is changed from the Architect's report, and text only when more explanation is required

6.3.1 Accommodation schedule

Table 6: Accommodation schedule, Ruben Reddy Architects 2018

Floor	MARKET PHASE-2			MARKET PHASE-3			SOCIAL - PHASE 1			Floor
	Batchelor	1 Bed	2 Bed	Batchelor	1 Bed	2 Bed	Batchelor	1 Bed	2 Bed	
9th	8	20	27	0	3	4	9	8	10	9th
8th	8	20	27	0	3	4	9	8	10	8th
7th	8	36	15	1	1	5	9	8	10	7th
6th	8	36	15	1	1	5	9	8	10	6th
5th	8	36	15	1	1	5	9	8	10	5th
4th	19	0	37	1	5	2	9	8	10	4th
3rd	19	0	37	1	5	2	9	8	10	3rd
2nd	19	0	33	1	5	2	9	8	10	2nd
1st	0	0	0	0	0	0	0	0	0	1st
Sub 1	94	148	206	6	24	29	72	64	80	
Sub 2	448			59			216			
	21%	33%	46%	10%	41%	49%	33%	30%	37%	
	664									
	87%						33%			
unit	Batchelor	1 Bed	2 Bed	Batchelor	1 Bed	2 Bed	Batchelor	1 Bed	2 Bed	
area	30	34	47	30	34	47	30	34	44	
Sub 3	2 820	5 032	9 682	180	816	1 363	2 150	2 176	3 520	
GLA Res.	17 534						7 856			
GLA Res.	25 390									
GLA Comm. Ground	2 893									
GLA Offices. First	0									

excl informal traders

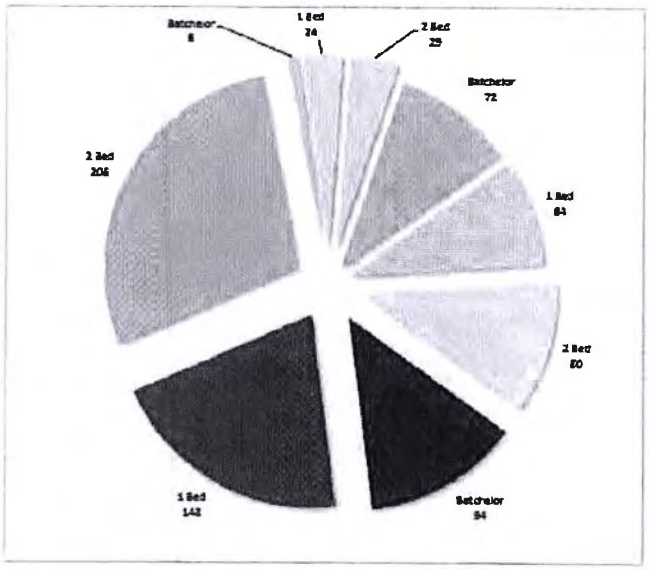

Figure 47: Pie chart for accommodation, Ruben Reddy Architects 2018

6.3.2 Pedestrian and Vehicular movement (public & residents)

The proposed design for pedestrian and vehicular movement for public and residents is conceptualised around key public elements, one of which is the provision of a new road linking Strand Street and Foundry Road that would substantially improve the overall accessibility of the site and offer improved pedestrian links between Woodstock and Salt River, as well as activating the space under the Voortrekker Road bridge which is currently occupied by illegal dwellings and used as an illegal solid waste dumping ground.

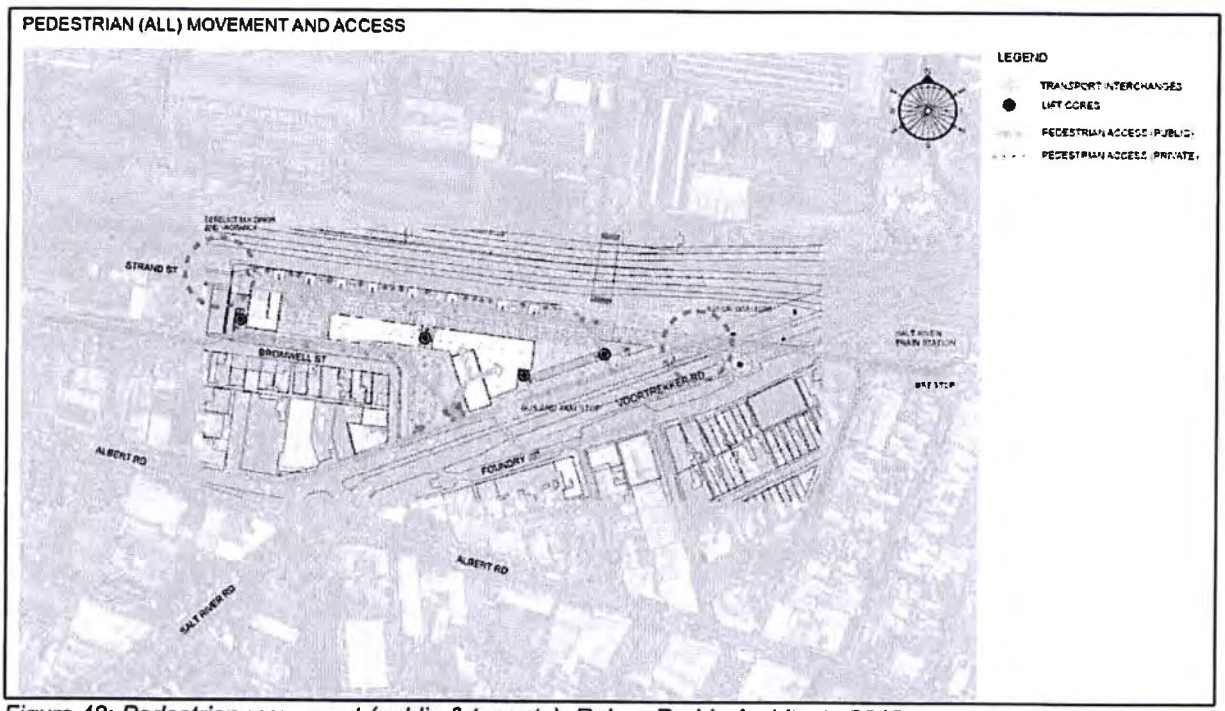

Figure 48: Pedestrian movement (public & tenants), Ruben Reddy Architects 2018

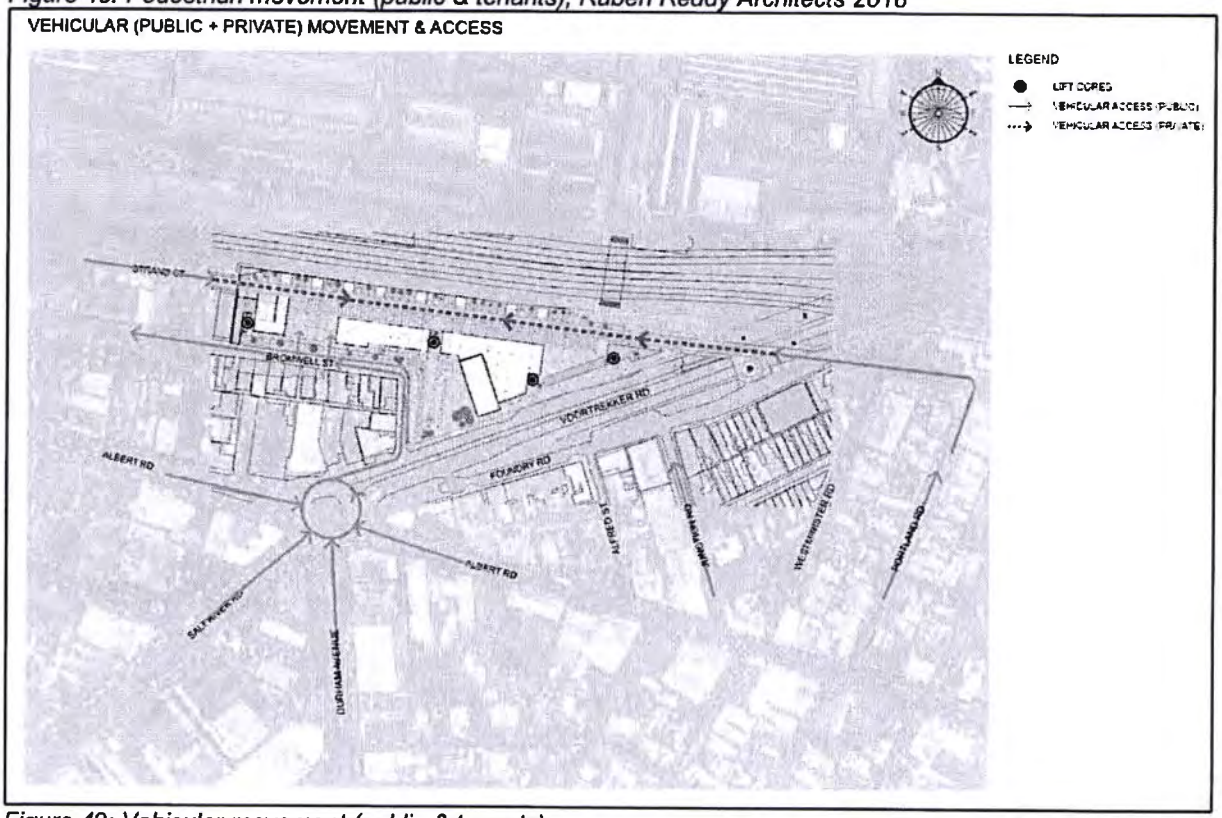

Figure 49: Vehicular movement (public & tenants),

6.3.3 Public and Semi Public Domains

The setting back of the development from Bromwell Street and offering that space to the public realm assists in the activation of Bromwell Street and the creation of positive precincts. Further, colonnaded commercial activity along the setback echos the typical successful conditions in Woodstock & Salt River, where Albert Road & Main Road street sections create vibrant streetscapes. This should be an indicator to future development across the road where dilapidated housing stock is likely to be developed in the near future.

Relationships between public and private spaces is proposed with smaller scale commercial activity along the new internal road as a buffer to the rail line on the northern edge of the site, ensuring the ground plane is fully occupied and surveyed by smaller-scaled commercial activity whose trading hours are longer than retail activity facing Bromwell Street.

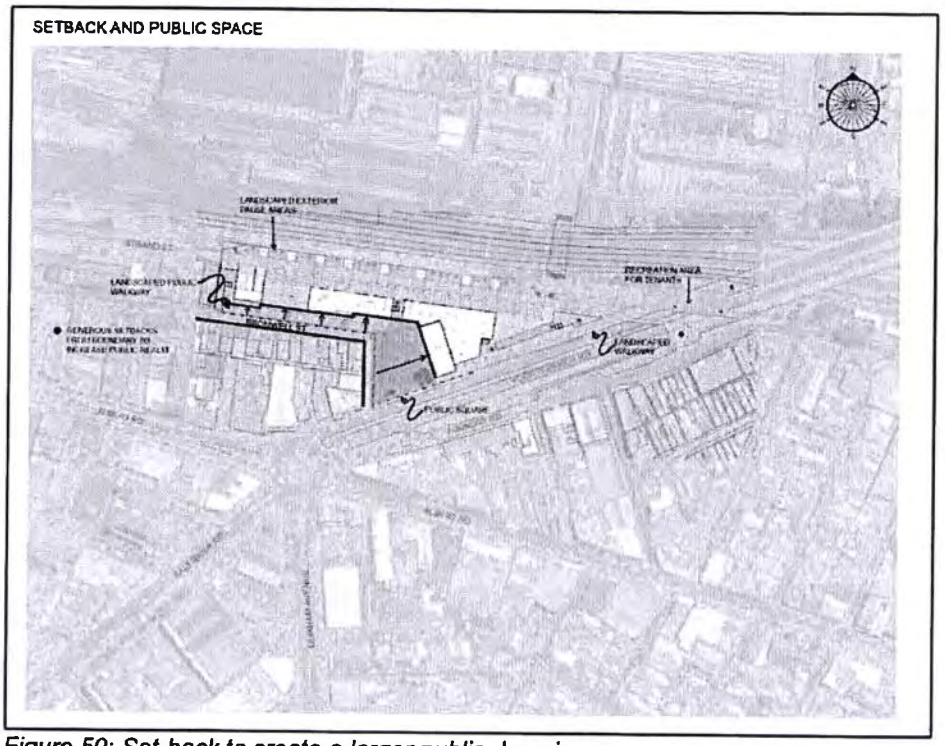

Figure 50: Set-back to create a larger public domain,

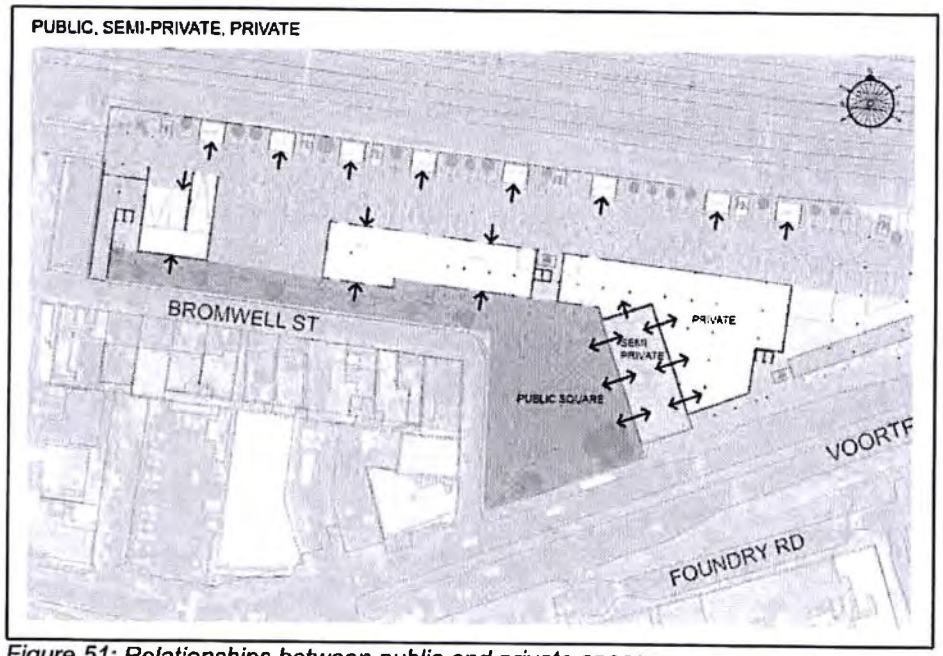

Figure 51: Relationships between public and private spaces,

A large pedestrian stair directly from Voortrekker Road and the market area providing access to the community facilities and the residential development via a semi-public 'stoep' on the second floor podium The second floor is thus an interactive space for all the components of the development

Semi-public 'Stoep' with landscaping features and street furniture

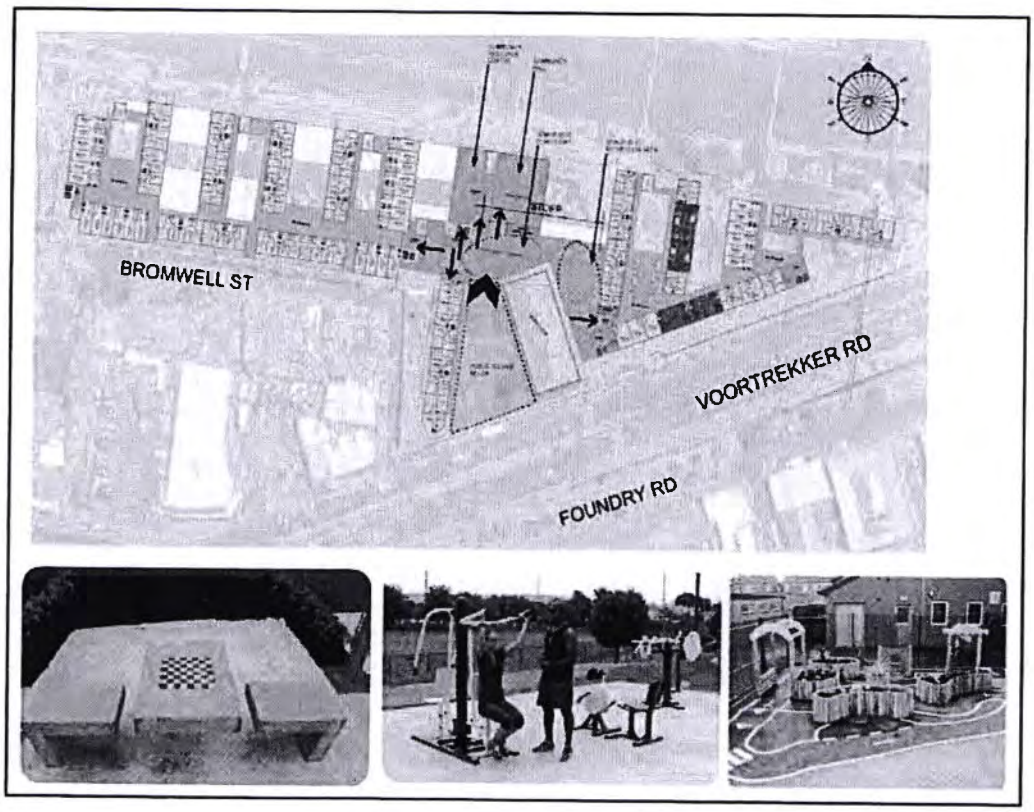

Figure 52: Semi public facilities located on 'Stoep' with landscaping features and street furniture,

6.3.4 Street Interface

Colonnaded street-scape is designed to interface with a commercial public realm. The Architect's motivation that a street section typical of other areas in Salt River would be inappropriate for the kind of economic activity that that City is wanting to encourage and is better suited in a more residential context. The design proposed that a street is to be activated through the adjacency of degrees of public spaces, providing surveillance.

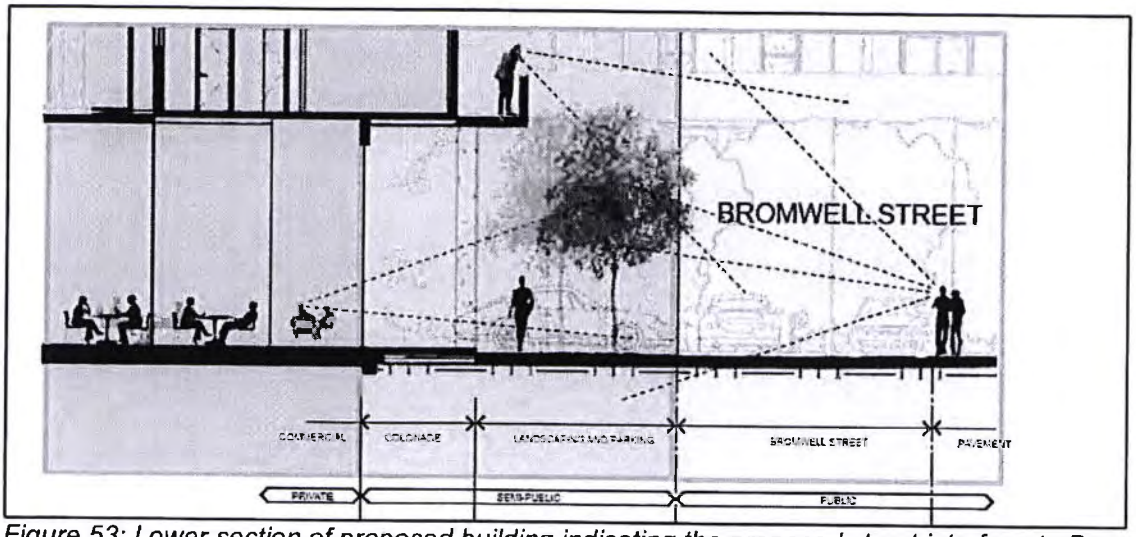

Figure 53: Lower section of proposed building indicating the proposed street interface to Bromwell Road,

6.3.5 Salt River Hall

The Salt River Town Hall is a key historical element on the site and is proposed that its use be adapted to a community plaza and forecourt for commercial activity beyond as part of the ground floor development. The proposal is to re-instate openings to allow new use, connection to public court and retail activity, in addition to remove the existing roof for a concrete roof (refer Figure 55), although this aspect is not proposed in the photomontages. The Architect's design motivation for the intended use is as follows:

1. A public square offers a structured and protected environment
2. A market to accommodate traders from the original market, with opportunities for new traders (the original market manager's office is retained as a memory of the original market);

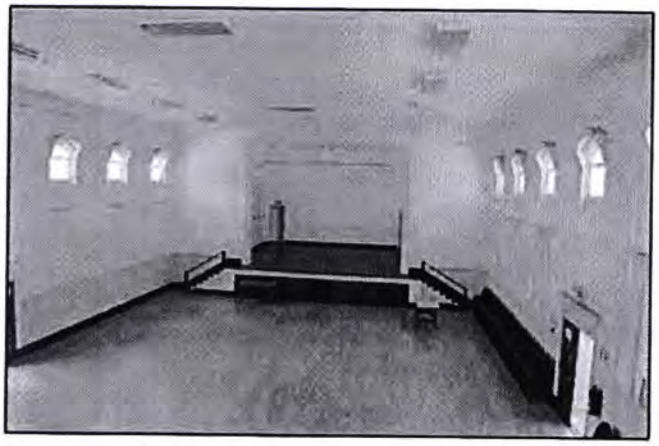

Figure 54: interior view of the community Hall, Ruben Reddy Architects

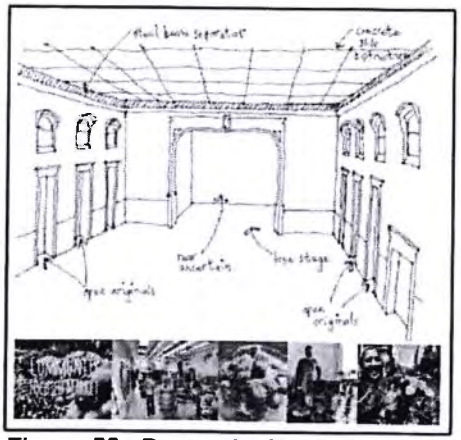

Figure 55: Proposals for the Community Hall, Ruben Reddy Architects

6.3.6 3D images of the Proposed development

Figure 56: Photomontage of Bromwell Road Elevation, Ruben Reddy Architects 2018

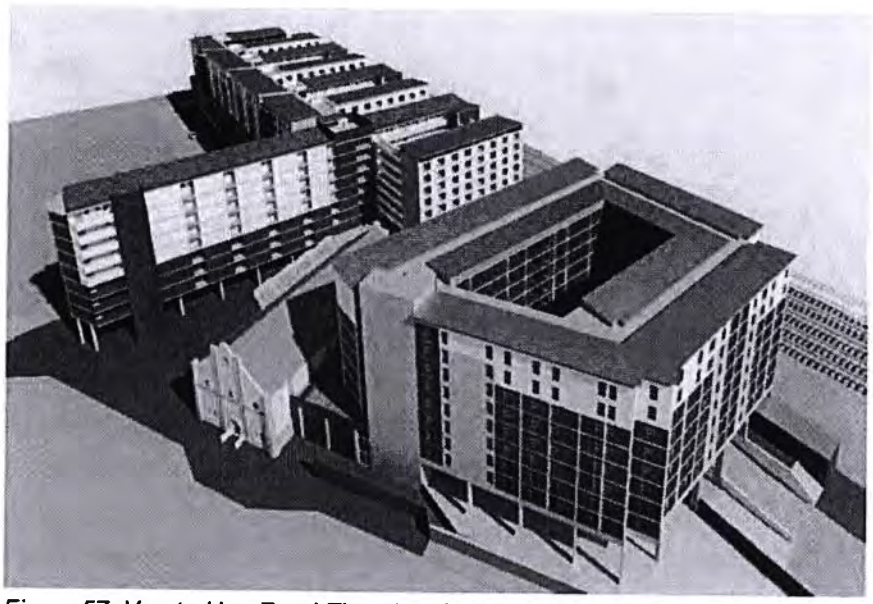

Figure 57: Voortrekker Road Elevation, Ruben Reddy Architects 2018

Figure 58: Bromwell Street Elevation, Ruben Reddy Architects 2018

Figure 59: Elevation from Railway line, Ruben Reddy Architects 2018

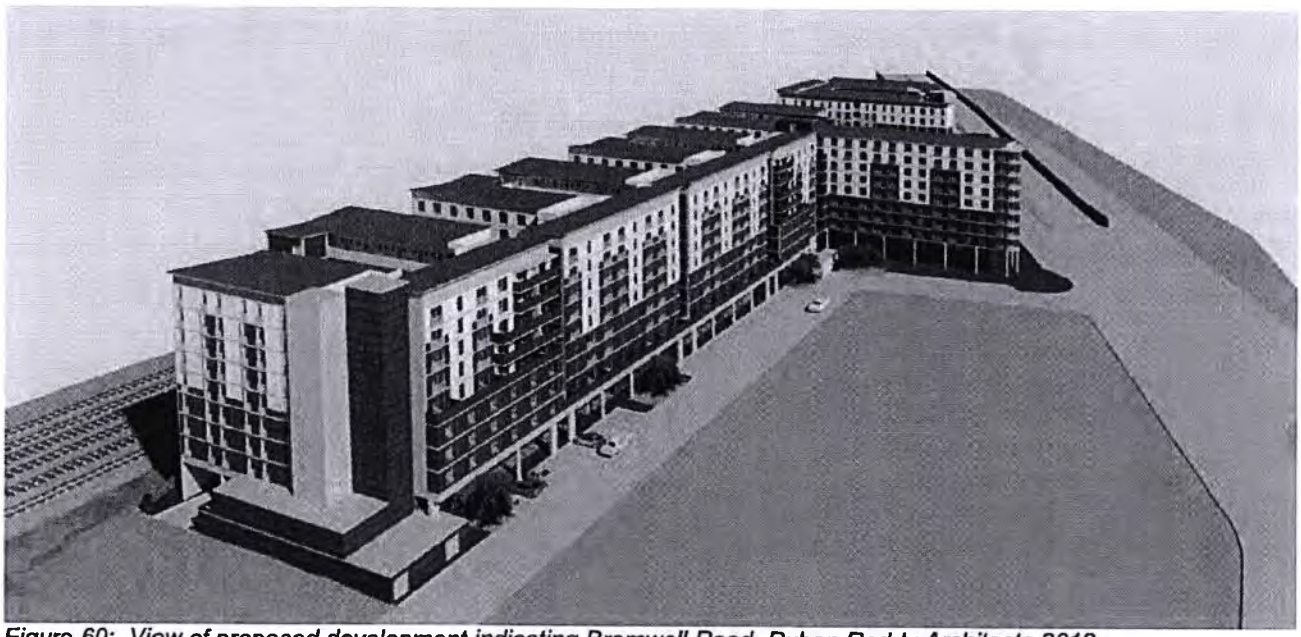

Figure 60: View of proposed development indicating Bromwell Road, Ruben Reddy Architects 2018

SECTION 7 FUTURE PUBLIC PARTICIPATION FOR HWC

7.1 INTRODUCTION

As per HWC draft public participation requirements published in the Government Gazette on 16 March 2018, the following PPP will be undertaken for a Section 34 or 38 application for proposed development on the site:

- Three A3 size laminated notices placed in clear view on the property entrances for a minimum of 30 days;
- An advertisement to be placed in the Cape Times;
- A paper copy of the report was left on the HWC public counter (3rd floor Protea House Green Market Square) allowing public access for a minimum of 30 days for comment;
- A paper and electronic copy was submitted to CCT EHRM for comment;
- A paper copy of the report will be deposited in the local library.

Although there are no HWC registered conservation body from Salt River, the two local civics will be contacted to comment on the application to HWC (refer Figure 61).

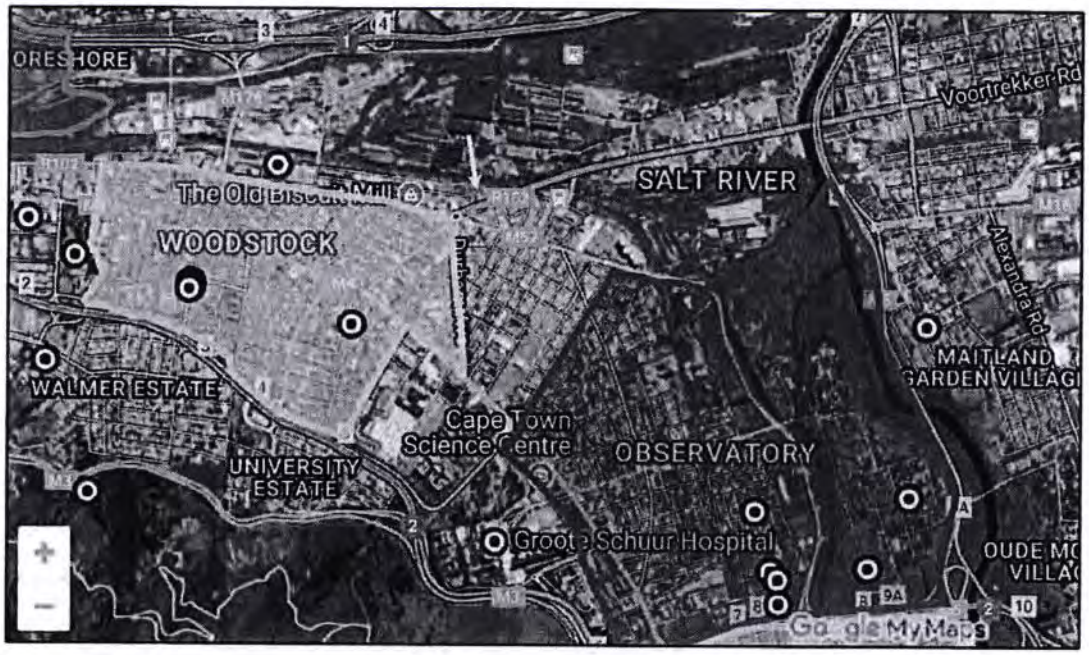

Figure 61: Position of site in relation to the two adjoining comment areas of the Upper Woodstock Residents' Association/Woodstock Aesthetics Advisory Committee (WAAC) (left) and the Observatory Civic Association (right), site identified, source https://www.hwc.org.za/conservation-bodies

SECTION 8 ASSESSMENT OF DEVELOPMENT

8.1 INTRODUCTION

The HIA sets out to identify and quantify the potential impacts of the proposed development on the site and the context. The criteria for assessment consider the following:

- The degree of significance of the site;
- The site's contextual significance;
- Reversibility versus irreversibility of a negative impact;
- Renewability versus non-renewability of a heritage resource;
- Degree of resilience of a heritage resource, i.e. its ability to accommodate change.

The site has been recommended for high local heritage significance (Grade IIIA for the Hall, Garde IIIB for the public square, Garde IIIc for the market area, and NCW for the site remainder), and is situated within a CCT proposed HPOZ. The proposed development is assessed in terms of heritage design indicators.

8.2 ASSESSMENT OF PROPOSAL

The heritage development indicators form the criteria for the assessment of the potential negative and positive impacts from the proposed development (refer Table 8). An appropriate design approach is to recognise that a successful contemporary insertion into a mixed scale, use and development context requires a sensitive reading of the context at several scales, ranging from the small scale (architectural articulation, immediate street scape, etc.) to the larger townscape scale.

The central task is finding an architectural resolution in terms of massing, scale, form and height as well as "architectural language". This has to be suitable for the diverse historic townscape surrounding the site, and that finds anchors which contribute to the continuum of historic urban built environment and patterns in this particular context. This proposed scheme should demonstrate that it is possible to achieve a higher density of mixed-use development in an historic context without distorting the scale of the existing pattern of historic development. It also should show that it is possible to find an architectural expression which relates closely to historic models while being unequivocally modern in idiom. The design needs to have a degree of architectural subtlety i.e. with a level of architectural detailing, especially on the ground floor and the lower three storeys (as these will be visible from a low scale environment). It must also demonstrate that a distinctive, and contemporary building can fit happily in the context of an historic townscape.

Table 7: Draft Assessment of Proposed Development

NO.	INDICATORS	DESIGN	INDICATOR ASSESSMENT
1	**Undeveloped site precincts**		
1.1	Civic Square abutting Voortrekker Road and the Hall New development between civic square & Bromwell Road to respond to the open area in terms of scale, interactive facades and appropriate public recreational use. Entrance to the civic square be given visual and urban prominence	Design of a 10-storey building that straddles over a section of the square allowing for pedestrian movement and market activities	High scale of new building within the square does
1.2	Insert improved hard and soft landscaping to the public square	No detail of landscaping is provided	To be developed in the detail design phase
1.3	Absorb the POS into the proposed development and rezone the civic square a POS.	Public square not rezoned for Community use, as a new building is proposed a portion of the square	The consideration of a POS zoned area adjacent to the hall should be considered by CCT
2	**Potential Development Precincts**		
2.1	Open Market areas within Market site Design a series of 'open areas' between and within multi-level buildings for optimum design of the buildings and provision of landscaped recreational areas for residents.	Open areas designed between buildings, to be used for	Additional information as to the quality of these open spaces elevated to 2nd level for residential use
2.2	Design a variety of scaled buildings and character precincts within the site.	All new residential use buildings are 10 levels	Buildings should respond to their immediate context and provide a variety of scales and characters within the site
3	**Bromwell Road development**		
3.1	Limit scale of buildings to maximum six (6)	Ten storey building set back from Bromwell Road. Facades are divided into blocks	Respond to the context's fine grain build environment primarily on Bromwell Road and in relation to the Hall
3.2	Residential and commercial use	Commercial use on lower level and residential use on upper levels	Positive
3.3	The ground floor of the proposed building/s should relate directly to the Bromwell Road street level	Ground levels of retail set back under double volume to allow for vehicular parking, landscaping and undercover areas for public use	Positive
3.4	Pedestrian scaled façade windows and potentially doorways should overlook the street	Pedestrian scaled windows form apartments are designed into the façade. Commercial use areas set back from the street edge	Positive

NO.	INDICATORS	DESIGN	INDICATOR ASSESSMENT
3.5	No basement parking windows / vents should be permitted to Bromwell Road	Basement level ventilation is not on Bromwell road	Positive
3.6	Design for vegetation between the road and the proposed buildings.	Trees are proposed along Bromwell road in the vehicular parking areas	Positive to include trees on the pedestrian and public zone
3.7	If a boundary definition is required, the scale and materials should complement the pedestrian quality of the street, for example low walls and / or palisade fencing to a maximum height of 1.8m.	No boundary walls are designed as the building is elevated to create a double volume and retail outlets are positioned in the mid and rear site precincts on ground level	In principle positive, although additional sections are required
4	**Foundry road interface**		
4.1	New development under the Voortrekker Road Bridge is required to positively impact the streetscape and buildings on Foundry Road	No development is proposed under the bridge as it is not on the site.	Access to the site is under the bridge so there is an opportunity to manage this site that is highly impacted by homeless peoples
5	**Voortrekker Road interface**		
5.1	Respond to the elevated roadway in terms of its façade treatment with well-articulated facades that include windows and doors i.e. this facade should not be designed as a rear (service) facade	The proposed building is located adjacent to a section of Voortrekker road. The facade treatment is apartments overlooking the road i.e. the service /access façade is located within the building complex	Positive, The detail design development could consider the animation of this façade
6	**Accesses points and Vehicle Accommodation**		
6.1	Optimise numerous opportunities for access to site, so that the site is not used as a drive through but cars are accommodated in various precincts. Underground parking areas should be explored to provide optimum parking areas and retaining above level open areas for optimum people's use. A pedestrian connection between the site and the Salt River Railway Station should be facilitated.	Accesses to site are numerous: vehicular access from under the Voortrekker bridge and Foundry road; pedestrian access from Bromwell and Voortrekker Roads Basement parking is located to the rear of the site. Pedestrian route is located through the site	Positive
7	**New structures and buildings**		
7.1	Develop site precincts identified with lower or no cultural significance with higher scaled and course grained developments (adjacent to Railway line and Voortrekker Road) to a scale of maximum 10 normal height levels. It will assist the gradation to this higher scale if there are intermediate structured between structures on Bromwell Road and the rear structures i.e. 8 storeys.	The proposed development is uniform in the scale and architecture treatment with a large area undeveloped for accommodation in the south east corner	A varied scale is recommended on the site in order to respond to the surrounding context – to be considered in the detail design phase

SECTION 9 CONCLUSION AND RECOMMENDATIONS

9.1 CONCLUSION

The application to develop the Salt River Market Site with a mixed-use development is a positive development within Salt River and on this site that is predominately under used in the market area, provides unregulated and sub-standard accommodation, but also provides a positive community usage of the historic hall and accommodates a CCT depot offices. High levels of management and therefore neglect in certain precincts (for example the south eastern section). Therefore, as an underused area, the potential exists to revitalise the site and the context with commercial and much needed residential accommodation, in addition to the provision of public and semi-public spaces.

The low scale and concentration of culturally significant sites in the immediate site context provide a challenge to the design in order to balance the CCT requirements for high amounts of social and market housing, while developing a complex that does not negatively impacts the immediate site context and townscape.

The design process has benefitted from numerous meetings between project consultants and client, in addition to CCT officials.

The HIA presents a series of Heritage Design indicators that should be utilised to guide the development, providing their acceptability to HWC and the CCT EHRM. As this application is solely submitted to the CCT for the proposed rezoning, subdivision, consolidation and departures the assessment of the proposed design is in process and will be concluded prior to submission to HWC. At the detail design stage, more information on the alterations and additions to the historic structures (Hall and the Managers building) will be available for assessment)

The HIA supports the application for the proposed rezoning, subdivision, consolidation and departures.

9.2 RECOMMENDATIONS

The report's recommendations are as follows:

1. CCT to approve the proposed rezoning, subdivision, consolidation and departures as outlined in the Juno Trust June 2018 Planners Motivation report (and contained in Section 6);

2. CCT EHRM to Comment on the site's recommended cultural significances and the heritage design indicators, in addition to the draft assessment of the application, for the purposes of the detail design phase.

9.3 SOURCES

Legislation, Books and Reports
Bickford Smith. V, van Heyningen. E, Worden. N: *Cape Town in the Twentieth century* David Phillips Publishers 1999
City of Cape Town *Cultural Heritage Policy* 2005
City of Cape Town *Spatial Development Framework*, 2012
City of Cape Town *Heritage Grading Guideline*, 2013
City of Cape Town *Heritage Significance Checklist*, 2013
Fransen, H. 2004. *A guide to the old buildings of the Cape* Jonathan Ball Publishers
Heritage Western Cape *Guideline on Heritage Impact Assessments*
Heritage Western Cape *Guideline on Grading*
National Heritage Resources Act, No 25 of 1999
Townsend. S and Cornell. C *A Heritage Statement for the Salt River Market*, 21 June 2005).
Juno Trust: *Salt River Market Mixed Use Development, Proposed Consolidation, subdivision, Rezoning, Site Development, Plan and associate departures, June 2018*
Ruben Reddy Architects 2018

Maps and Surveys

(1964). City of Cape Town Engineering Branch. Survey of Cape Town Sheets EC-EF_21-24; EG-EJ_21-24.
(1958). Chief Directorate National Geo-Spatial Information.3318-2777 TOPO 1: 18 000.
(1951). City of Cape Town Land Information Branch. Survey of Cape Town.
(1932-9). Chief Directorate National Geo-Spatial Information (then Government Printer, Union of South Africa). Cape Peninsula 1: 25 000. Sheet 1. Surveyed in 1932, Photolithographed in 1934, and reprinted with minor revisions 1939.
(1930). Cape Town and Environs 1 in 7445.
(1905). Pritchard Woodstock Municipal Survey [City of Cape Town]
(1905). Woodstock Municipal Survey, Sheets 32-3.
(1901). Chief Directorate National Geo-Spatial Information. Map of the Cape Division, Sheet 8.

Aerial Photography

(1966). Chief Directorate National Geo-Spatial Information. 550-1/66_4_56.
(1945). Chief Directorate National Geo-Spatial Information. 203A/45_7_340.
(1944). Chief Directorate National Geo-Spatial Information. 61/44_6_125.
(1934). Chief Directorate National Geo-Spatial Information. 100/34_4_9516.

ANNEXURES

ANNEXURE 1: HWC NID RESPONSE 14 AUGUST 2017

ANNEXURE 2: HWC LETTER 26 SEPTEMBER 2017

ANNEXURE 3: HERITAGE LEGISLATION & GUIDELINES

ANNEXURE 4: SOCIAL HOUSING PROPOSALS IN SALT RIVER AND WOODSTOCK

ANNEXURE 5: HERITAGE STATEMENT FOR THE SALT RIVER MARKET JUNE 2015

ANNEXURE 6: PLANNING REPORT

ANNEXURE 7: ARCHITECTS DRAWINGS

ANNEXURE 1: HWC NID RESPONSE

(Lifa lefilvel) [illegible]
Erfenis [illegible]
Heritage [illegible]

REGISTERED POST

Our Ref:	HM/ CAPE TOWN METROPOLITAN/SALT RIVER/ERVEN 10559, 10560, 10620, 15291-15294, 10561, 10619, 15201, AND 149336
Case No:	17070603ZK0718E
Enquiries:	Zethembe Khuluse
E-mail:	zethembe.khuluse@westerncape.gov.za
Tel:	021 483 9685
Date:	10 August 2017

City of Cape Town
21 Floor Civic Centre
Hertzog Boulevard
Cape Town
8000
[illegible]@capetown.gov.za

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL
In terms of Section 38(2) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP: PROPOSED REDEVELOPMENT OF ERVEN 10559, 10559, 10560, 10620, 15291-15954, 10561, 10619, AND 149336; SALT RIVER FOR INTENSIFIED MIXED LAND USES; DETAILS OF APPLICATION 17070603ZK0718E, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

CASE NUMBER: 17070603ZK0718E

The matter above has reference.

Heritage Western Cape is in receipt of your application for the above matter received on 18 July 2017. This matter was discussed at the Heritage Officers meeting held on 01 August 2017.

You are hereby notified that, since there is reason to believe that the proposed redevelopment of Erven 10559, 10559, 10560, 10620, 15291-15954, 10561, 10619, and 149336; Salt River for intensified mixed land uses; details of application 17070603ZK0718E, **will impact** on heritage resources, HWC requires that a Heritage Impact Assessment (HIA) that satisfies the provisions of section 38(3) of the NHRA be submitted. This HIA must have specific reference to the following:

- **The identification of appropriate design indicators, which will demonstrate how the proposed redevelopment will impact on the site, and its surrounding contextual environs;**
- **Impacts of the proposed redevelopment on the socio-cultural and historical fabric Salt River Market;**
- **Impacts of the proposed redevelopment on the visual & the contextual urban landscape.**

The required HIA must have an integrated set of recommendations.

The comments of relevant registered conservation bodies and the relevant Municipality must be requested and included in the HIA where provided. Proof of these requests must be supplied.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.

Mr Mxolisi Dlamuka
Chief Executive Officer, Heritage Western Cape

www.westerncape.gov.za/eas

Street Address: [illegible] Postal Address: [illegible]
Tel: [illegible] E-mail: [illegible]
Transferred: [illegible] Received: [illegible]
Tel: [illegible] E-mail: [illegible]

ANNEXURE 2: HWC LETTER

CLARIFICATION ON PROCESS

26 SEPTEMBER 2017

iLifa lotfivali
Erfenis
Heritage

Reference: HWC CAPE TOWN METROPOLITAN/SALT RIVER/ERVEN 10559, 10560, 10620, 15291-15294, 10561, 10619, 15201, AND 149336
Enquiries: Penelope Meyer
Telephone: 021 483 9691
E-mail: Penelope.Meyer@westerncape.gov.za
Date: 26 September 2017

Ms B O'Donoghue

Per e-mail to : dogonoghue@telkomsa.net

Dear Madam

RE: NOTIFICATION OF INTENT TO DEVELOP: PROPOSED REDEVELOPMENT OF ERVEN 10559, 10559, 10560, 10620, 15291-15954, 10561, 10619, AND 149336; SALT RIVER FOR INTENSIFIED MIXED LAND USES: DETAILS OF APPLICATION 170706032K0718E, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999
CASE NUMBER: 170706032K0718E

Your Email dated 21 September 2017 refers.

1. It is acknowledged that you have been advised that HWC cannot insist on an HIA as the 14 day period within which HWC had to respond in terms of Section 38(2) of the National Heritage Resources Act, Act 25 of 1999, (the NHRA) expired before HWC advised that an HIA would be required.

2. However we would bring to you and your client's attention that the demolition of any structures older than 60 years on the site will still be subject to a permit in terms of S34 of the NHRA. It is likely that HWC will require a heritage statement to be submitted.

3. If an HIA is being prepared in any event, it may well be preferable to submit same to HWC, as should the development be approved, your client will not then need to submit applications for permits in terms of S34.

Yours sincerely,

Penelope Meyer
Legal Advisor
HERITAGE WESTERN CAPE

www.westerncape.gov.za/cas

Street Address
Tel: Email:

Postal Address
Tel: Email:

ANNEXURE 3: APPLICABLE HERITAGE LEGISLATION & GUIDELINES

NHRA

A heritage resource as defined in the NHRA may include *inter alia:*

- Places, buildings, structures and equipment of cultural significance;
- Places to which oral traditions are attached or which are associated with living heritage;
- Historical settlements and townscapes;
- Landscapes and natural features of cultural significance;
- Geological sites of scientific or cultural importance;
- Archaeological sites and objects;
- Graves and burial grounds;
- Sites of significance relating to the history of slavery in South Africa;
- Moveable objects including military objects, fine art, books records, documents, archaeological and paleontological objects, and materials.

Cultural heritage significance means aesthetic, historical, scientific, architectural, spiritual, technological or/and social value / significance. The process of deciding why a place is of heritage significance is called heritage assessment. Assessment helps to work out exactly why a place or area is important and how parts or elements contribute to its significance. Understanding heritage significance is essential to making sound decisions about the future of a place, and is central to developing a conservation plan. It guides management actions, such as planning compatible uses, can inform the development of educational materials, helps to justify the allocation of resources and to explain to people why a place is important. The assessment of the heritage significance of a place or object is the essential departure point for any system of heritage management. The NHRA requires the heritage significance of any site or object be assessed so as to ensure the appropriate level of management of the country's heritage resources.

GRADING

Grading is an important step in the process towards the formal protection of a heritage resource, such as a declaration as a National Heritage Site, Provincial Heritage Site, or, in the case of Grade III heritage resources, the placing of a resource on the Heritage Register. It is not an end in itself, but a means of establishing an appropriate level of management for the process of future formal protection.
Heritage resources can be "Graded", "Ungraded" or "Not Conservation Worthy" (NCW) as follows:

- Graded: The Heritage Authority has applied its mind in order to determine a grading for the resource or sufficient information is available to determine the grading.
- Ungraded: The Heritage Authority has not yet applied its mind in order to determine a grading for the resource or we do not, yet, have sufficient information to determine the grading.
- Not Conservation Worthy: The resource does not have enough heritage significance to be retained as part of the National Estate.

Grade III sites are further divided into categories according to their significance:

- Grade IIIA
  This grading is applied to buildings and sites that have sufficient intrinsic significance to be regarded as local heritage resources; and are significant enough to warrant that *any* alteration is regulated. Such buildings and sites may be representative, being excellent examples of their kind, or may be rare. In either case, they should receive maximum protection at local level.

- Grade IIIB
  This grading is applied to buildings and/or sites of a marginally lesser significance than Grade IIIA and/or of lesser quality. Such buildings and sites may have similar significances to those of a grade IIIA building or site, but to a lesser degree. Like Grade IIIA buildings and sites, such buildings and sites may be representative, being excellent examples of their kind, or may be rare, but less so than

Grade IIIA examples. They would receive less stringent protection than Grade IIIA buildings and sites at local level, and in this context, internal alterations should not be regulated.

- Grade IIIC
  This grading is applied to buildings and/or sites whose significance is, in large part, a significance that contributes to the character or significance of the environs.

INTERNATIONAL CHARTERS

Xi'an declaration on the conservation of the setting of heritage structures, sites and areas,
This Charter dated 21 October 2005 acknowledges the contribution of setting to the significance of heritage monuments, sites and areas. The setting of a heritage structure, site or area is defined as the immediate and extended environment that is part of, or contributes to, its significance and distinctive character. Beyond the physical and visual aspects, the setting includes interaction with the natural environment; past or present social or spiritual practices, customs, traditional knowledge, use or activities and other forms of intangible cultural heritage aspects that created and form the space as well as the current and dynamic cultural, social and economic context.

Heritage structures, sites or areas of various scales, including individual buildings or designed spaces, historic cities or urban landscapes, landscapes, seascapes, cultural routes and archaeological sites, derive their significance and distinctive character from their perceived social and spiritual, historic, artistic, aesthetic, natural, scientific, or other cultural values. They also derive their significance and distinctive character from their meaningful relationships with their physical, visual, spiritual and other cultural context and settings. These relationships can be the result of a conscious and planned creative act, spiritual belief, historical events, use or a cumulative and organic process over time through cultural traditions.
Change to the setting of heritage structures, sites and areas should be managed to retain cultural significance and distinctive character. Managing change to the setting of heritage structures, sites and areas need not necessarily prevent or obstruct change.

BURRA Charter 2004 (The Illustrated Australian ICOMOS Charter for Places of Cultural significance)

The relevant Article from the Burra Charter is Article 8: Setting, states:

"Conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of the place.

New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate."[74]

Setting means 'the area around a place, which may include the visual catchment'.

[74] The Illustrated Burra Charter 2004 p 37

ANNEXURE 4: SOCIAL HOUSING PROPOSALS IN SALT RIVER & WOODSTOCK[75]

Author: Azraa Rawoot[76]

Azraa Rawoot is an urban designer intent on creating places and cities that are socially and sustainably attractive places to live in, with a special interest in the design and provision of affordable housing in Cape Town.

The City of Cape Town recently launched a plan earmarking 11 City owned parcels of land in the Woodstock, Salt River and Inner City area that will be used to foster integrated communities in line with the City's Transit Oriented Development strategy. This article briefly explores the potential form of development of the five sites earmarked for affordable housing: they are Pickwick Road, Woodstock Hospital, Woodstock Hospital Park, New Market Street, and the Fruit & Veg site, including potential high level urban design studies.

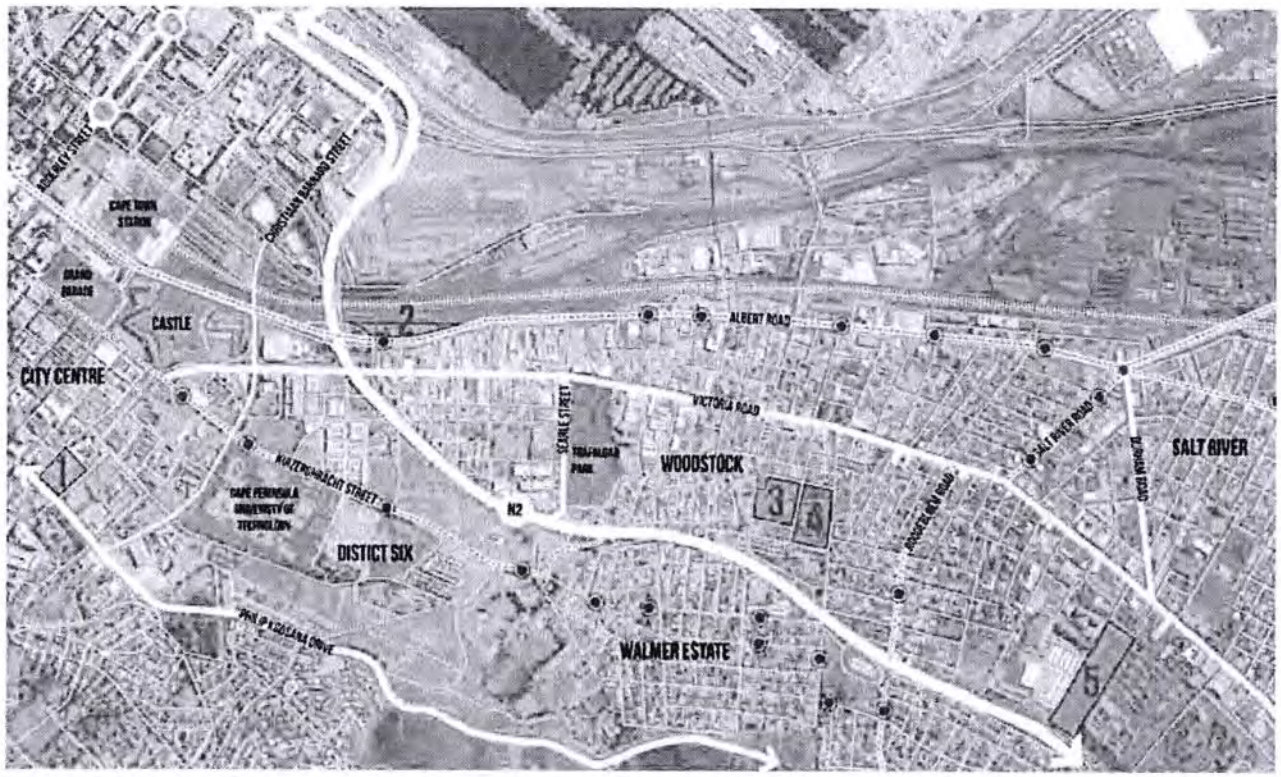

Figure 62: Location of sites under discussion

The Prospectus defines affordable housing that is targeted at households earning within the monthly income bracket of R3501 – R18000 per month. This includes social (rental housing), GAP (rent or purchase) and inclusionary housing (where affordable housing is included amongst market related units). It also refers to residential units valued at R500 000 or less. This is a major improvement from the now stalled Foreshore Freeway Prospectus which ostensibly cited the provision of affordable housing as one of its key motivating factors, yet neglected to give any tangible guidelines as to what the City meant by this.

Of the eleven sites earmarked by the City, five are available for "affordable housing", two have already been designated to Social Housing Institutions, two will be developed for transitional housing (temporary alternative accommodation for emergencies such as evictions) and one site is destined for "future development".

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[75] http://futurecapetown.com/2017/11/5-design-proposals-for-the-woodstock-and-salt-river-affordable-housing-sites/#.Wxobx6m-l7O

[76] *Please note images in this article are an artist's impression, they are a high level sketch illustration of the potential development of each site. The designs are not a response to the public tender and have not been tested against a brief, accurate land surveys, traffic studies, geotechnical information etc. The opinions expressed (and designs depicted) in this article are those of the author only, and do not necessarily reflect in any way those of any firm or organisation to which she is affiliated. These include the Young Urbanists and Jakupa Architects and Urban Designers. This article has NOT been written in the course and scope of the author's employment.*

Contextual analysis of Woodstock

The Woodstock neighbourhood has seen significant change and development over the past years in response to the process of urban renewal and gentrification. The appetite for residential apartments, in an already mixed use residential area, has resulted in the densification of the area from single storey residential units to multi-storey apartment blocks as inner city living becomes more desirable. All of the sites allocated for social housing are well located within the Woodstock and Salt River areas and are located within close proximity to many public schools (yellow dots on the map), public transport routes (grey dots on the map) and the opportunities of the City Centre.

FRUIT AND VEG SITE

The Fruit and Veg site is the smallest and closest to the inner city of all the sites explored in this article. It is located along Canterbury Road and is 0.2ha. The site is currently utilised as a Fruit and Veg retail store, and community vegetable garden which needs to be retained on site as far as possible. The surroundings sites on the city block is utilized as parking.

The site is surrounded by mixed use medium-density functions and multi-storey buildings on each edge. This includes high density residential development on Bloemhof Street, Harold Cressy High School on Drury Street, medium-density offices along Canterbury Street and medium-density mixed commercial uses along Roeland Street. The site is a 5 minute walk to multiple MyCiti bus stops along Buitenkant Street and a 10 minute walk to the Cape Town train and taxi stations.

Figure 63: Site location

Design Proposal

The concept for this site is a mixed use design proposal that integrates a range of housing options, the Fruit and Veg retail component on ground floor as well as the existing community garden. The development has three built facades facing Kent, Drury and Bloemhof Streets, framing the public garden at its inner core. This edge allows an open interface for integration with any for future development across the garden, which could potentially be an extension of this development. The building height ranges from seven to eight storeys, which is appropriate for an area of coarse grained and multi-storey development on all sides.

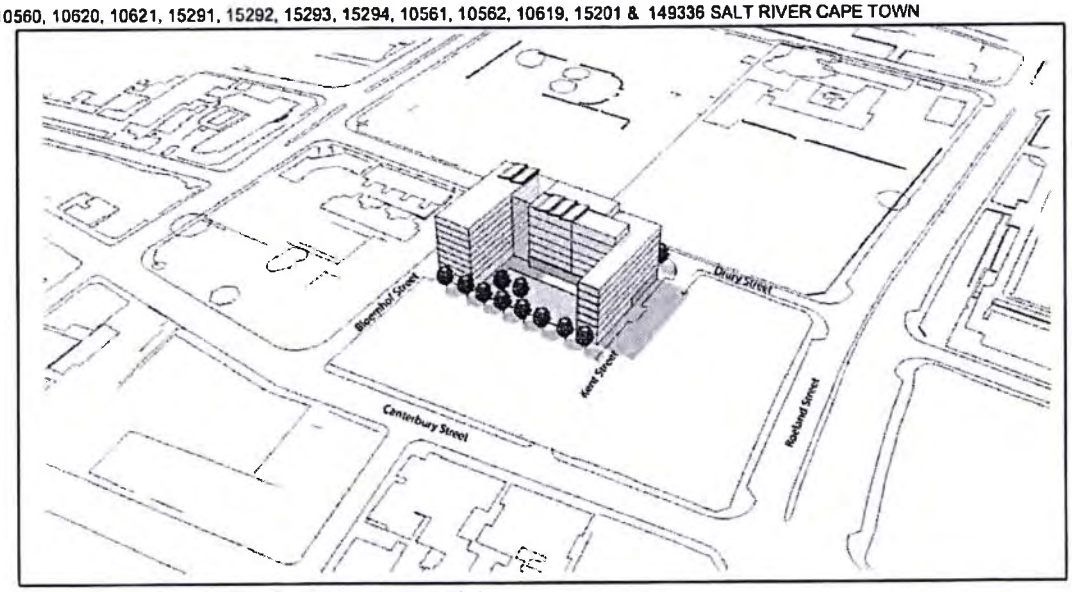

Figure 64: Anticipated development model

2. NEW MARKET STREET

The New Market Street site is wedged between a highway, major road and railway lines, creating multiple spatial challenges for the 0.8ha site. It is currently zoned Public Open Space 2 and used as a parking lot for surrounding offices. The site is an isolated developable pocket of land to the north of New Market. The south of New Market Street is characterised by multi storey mixed use development, predominantly offices with some light industry and retail function.

There are numerous public primary and high schools within a 2 kilometre radius and easily accessible via public transport. Some of these schools include Chapel Street Primary (0,6km), Walmer Estate Primary (1,2km), Trafalgar High (0,9km) and Harold Cressy High (1,4km). The site is a 15 minute walk to the Cape Town train and taxi stations.

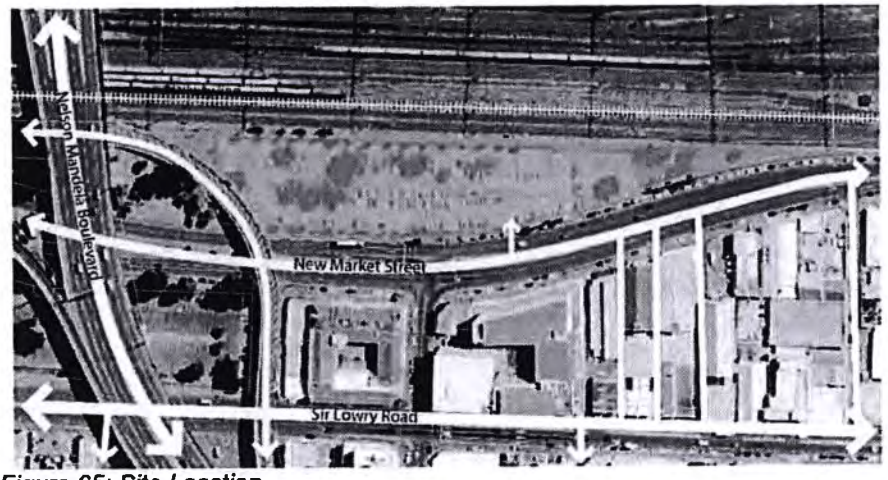

Figure 65: Site Location

Design Proposal

The New Market Street site is a long linear site that runs parallel to the railway line. The design proposal creates a street edge with building facades facing New Market Street and the inner linear, tree-lined courtyard. This creates passive surveillance with eyes on the street for the ground floor street edge as well as the inner semi-public spaces. There is only one entrance off New Market Street, as a result of the site's constrained edges. The site is appropriate for medium-high rise development, by nature of its adjacent coarse grained infrastructure. The building heights range from eight storeys along New Market Street and five storeys along the railway line to allow north light on the southern building facade and into the courtyard.

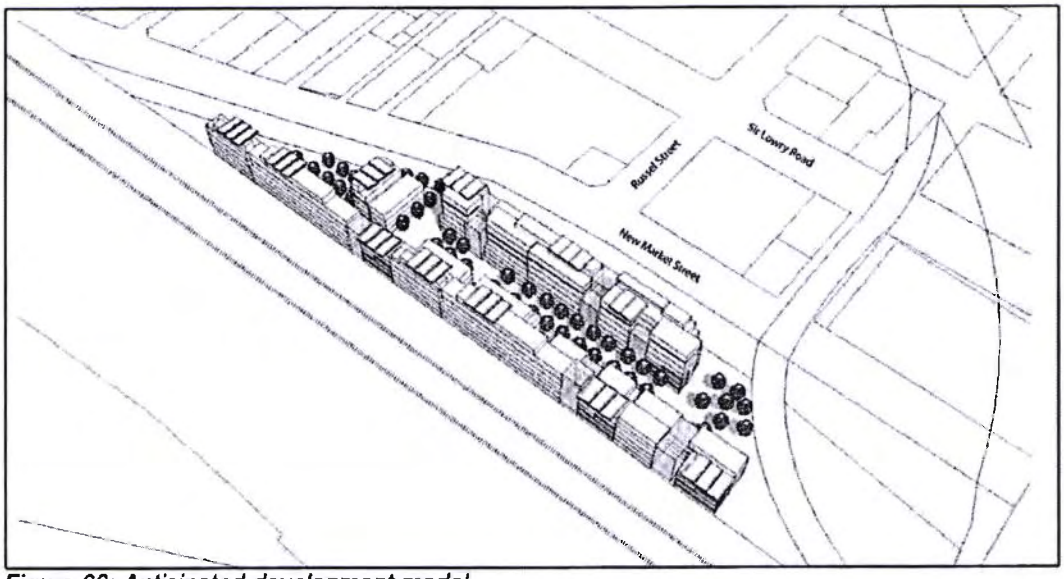

Figure 66: Anticipated development model

3 & 4. WOODSTOCK HOSPITAL AND WOODSTOCK PARK SITES

The Woodstock Hospital site Woodstock Hospital Park site are adjacent to one another, separated by Victoria Walk, for the sake of this exercise, these sites will be integrated into one design proposal. The Woodstock Hospital site is currently an underutilised 1.8 ha site that currently houses multiple old hospital buildings since it closed its doors to the public 1994. It is located within a fine-grained, single and double storey residential area, with more dense and mixed uses along Victoria Road (0.25km away). The site is located adjacent to the Woodstock Hospital Park, creating opportunities for integration between the two properties.

The site is situated on an entire city block, allowing direct access of Mountain Road, Earl Street, Victoria Walk and Nerina Street. The neighbouring land uses are residential dwellings to the north and east, the park to the west and Mountain Road Primary School to the south. The site is currently zoned General Residential 4 and is appropriately zoned for development of this typology. The site is a 3 minute walk from Victoria Road, which offers a multitude of public transport options and social amenities. It's closest MyCiti bus station is a 10 minute walk from the site on Roodebloem Road. There are multiple public high schools within a three kilometre radius and along public transport routes. The minimum number of social housing units provided on this site is 700. The Woodstock Hospital Park is a 1.5ha site located directly adjacent to the Woodstock Hospital site. It is currently zoned Community Open Space 1 and Open Space 2, but underutilised as its current function. The site is located on an entire city block, allowing access on Victoria Walk, Earle Street and Golders Green Road. It is flanked on its north, south and west borders by fine-grained single and double storey row houses and the Woodstock Hospital site to the east. A sensitive redevelopment of this site should include a park accessible to the public and a crèche which is currently located on the site.

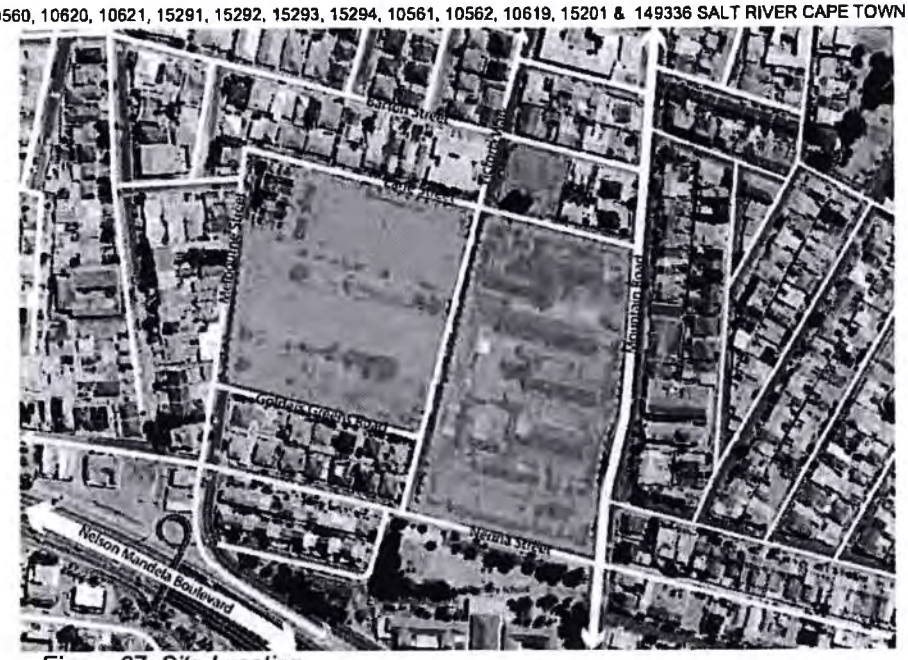

Figure 67: Site Location

Design Proposal

The proposal aims to integrate the hospital site directly into the public park across Victoria Walk using special and raised paving, giving priority to the pedestrian, allowing the residents of the Woodstock Hospital site direct and safe access to the public park on the adjacent site. The concept is to create a mixed-use development, integrating market with social and gap residential units as well as a mix of functions such as commercial and retails space. The Woodstock Park site will retain a public park function at its heart that is accessible to the neighbourhood.

The conceptual units are designed to create a positive street interface, with balconies and doorways facing each edge, whilst mirroring this design tool to create passive surveillance onto the semi-private inner courtyards of varying hierarchies and the public park.

The average height of the buildings in each complex range from 4 – 8 storeys where appropriate in order to create density on well located land close to multiple social amenities that still conforms to the fine grained historic nature of Woodstock. Vehicular access is controlled and minimised in relation to pedestrian routes.

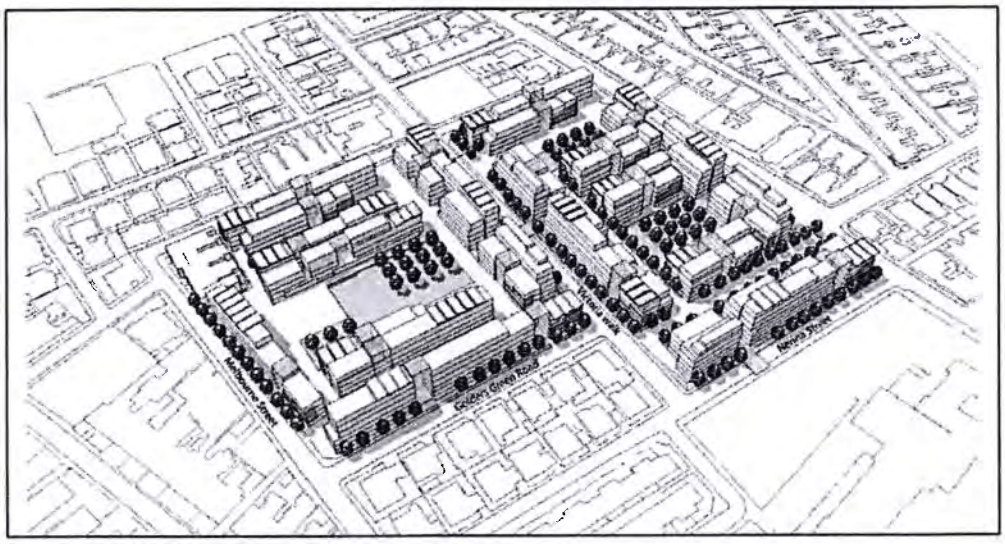

Figure 68: Anticipated development model

5. PICKWICK ROAD

The Pickwick Road site is approximately 3.3 ha (just over three soccer fields) and is located in Salt River about 100m from Victoria Road and close to the Groote Schuur Hospital. The site is long and narrow and is currently a vacant open field. The site is in surrounded by a mixture of varying land uses including an upholstery factory on Copperfield Road, UCT and CPUT student residencies to the east of the site, the Upper East Side Hotel and a self-storage facility. The southern edge of the site is bound by the N2 highway. The site is close to one of the area's busiest roads, Victoria Road which is catered to by taxi, bus and the MyCiti. Both the Cape Town and Claremont CBD's are all within a ten minute ride by public transport. The site is currently zoned Public Open Space, Municipal Purposes and Community Facility and will have to be appropriately rezoned for development. Pickwick is within walking distance of Groote Schuur Hospital, Blackpool Soccer Club, Shelley Street Park, Queens Park and Football Field and Rochester Road Park. The nearest primary school is Cecil Road Primary School (0.5km) and the nearest high school is Queen's Park High School (0.4km).

Figure 69: Site location

Design Proposal

The design proposal for the Pickwick site intends to create four perimeter developments, each framing its own semi-private courtyard that are linked via pedestrian walkways. The design creates an active facade onto Pickwick Road with entrances and balconies facing onto this street. Similarly, active facades face onto internal courtyards, creating passive surveillance onto these areas. The coarse grained built fabric and neighbouring site functions enables the Pickwick site to be well suited to high rise development. The ground floor accommodates limited area for parking, but priority is given to the pedestrian and encouraging the use of public transport options nearby.

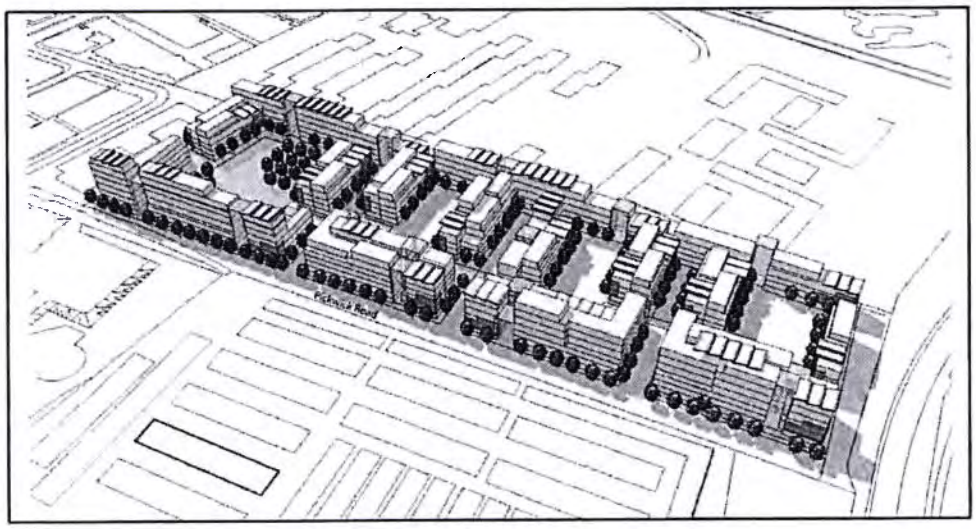

Figure 70: Anticipated development model

PICKWICK ROAD SITE

The Pickwick Road site, Salt River is approximately 3.3 hectares (just over three soccer fields) and is located about 100 m from Victoria Road and in close proximity to the Groote Schuur Hospital. The site is long and narrow and is currently a vacant site, partially used for vehicular parking. The site is currently zoned Public Open Space, Municipal Purposes and Community Facility and will have to be appropriately rezoned for development.

Figure 71: Pickwick social housing site location, with project site identified with an arrow

Design Proposal

The design proposal for the Pickwick site intends to create four perimeter developments, each framing its own semi-private courtyard that are linked via pedestrian walkways. The design creates an active facade onto Pickwick Road with entrances and balconies facing onto this street. Similarly, active facades face onto internal courtyards, creating passive surveillance onto these areas. The coarse grained built fabric and neighbouring site functions enables the Pickwick site to be well suited to high rise development. The ground floor accommodates limited area for parking, but priority is given to the pedestrian and encouraging the use of public transport options nearby.

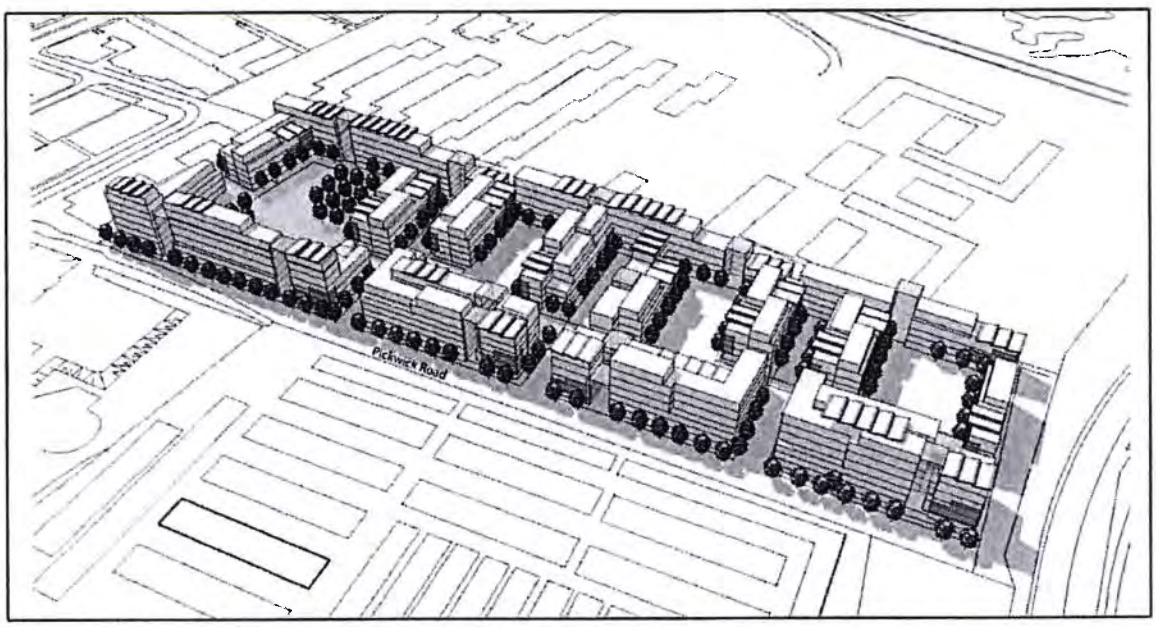

Figure 72: Anticipated development model for the Pickwick Road site

ANNEXURE 5: HERITAGE STATEMENT ON THE SALT RIVER MARKET 2005

(Attached separately to the electronic report)

ANNEXURE 6: PLANNING REPORT

(Attached separately to the electronic report)

ANNEXURE 7: ARCHITECTS DRAWINGS

(Attached separately to the electronic report)

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SALT RIVER MIXED USE

CIVIL SERVICES REPORT

Date : June 2018

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6. ROADS AND ACCESS ..... - 4 -

7. SOLID WASTE MANAGEMENT ..... - 5 -

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ANNEXURES

Annexure A Local Stormwater Management Plan

1. INTRODUCTION

De Villiers Sheard Consulting Engineers, as the appointed Civil Engineers by the client, were asked to prepare a Civil Services report. This report describes the proposal for Civil Services to the preferred development option for the Salt River Market site as part of the preliminary design stage (stage 2).

2. GEOLOGY

No geotechnical report has been concluded for the proposed development for the Salt River Market site. A geotechnical field study will be conducted upon transfer of the property. Based on discussions with specialists who have conducted work in the area, suitable founding and ground conditions are anticipated.

3. WATER SUPPLY

A bulk water connection will be made available from the existing 150mm water main in Voortrekker Road. 2 external bulk water meters (150mm - fire and 100mm - potable) will be installed and will be situated within the cadastral boundary of the site.

The estimated water demand for the site is as follows:

PROPOSED LAND USE (GLA) & PHASING	Retail (GLA)	Office (GLA)	Residential (l/d)	total (kL/day)AADD
Residential (Social Housing)	0.0	0.0	180000.0	180.0
Residential (Market)	0.0	0.0	300000.0	300.0
Retail	0.0	0.0	0.0	0.0
Commercial (Offices)	144000.0	0.0	0.0	144.0
Total	144000	0	480000	624.0

A minimum pipe size of ø110mm would be used for the internal potable water network of the development.

A minimum pipe size of ø160mm would be used for the internal fire water network of the development.

A 150mm water main exists within the boundary of this land. Proposed infrastructure will need tie into this pipeline to link the water reticulation to the property. See drawing P992-C-2.1.

Toilet flushing water estimated at 192 kl/day will be supplied from a proposed underground stormwater storage tank. Borehole (still to be sited and drilled) water will be directed to the tank to ensure that the demand for toilet flushing can be maintained.

After initial discussions, it appear the City of Cape Town's bulk system has sufficient water resource, treatment, bulk storage and conveyance capacity to supply the estimated annual average daily demands for the development. This capacity will be confirmed as part of the detailed design process.

4. FOUL SEWER

The new proposed sewer will be connected to the existing sewer infrastructure located within the property boundary. There are 2 existing sewer connections to the site and infrastructure is already in place for the new proposed sewer network to tie into. The 2 existing connections are linked to the

ø300mm and ø225mm bulk sewer pipeline located in Voortrekker Road and Bromwell Street, respectively. See drawing P992-C-2.1.

The estimated sewer demand is as follows:

PROPOSED LAND USE (GLA) & PHASING	Retail (GLA)	Office (GLA)	Residential (l/d)	total (kL/day)
Residential (Social Housing)	0.0	0.0	96000.0	96.0
Residential (Market)	0.0	0.0	160000.0	160.0
Retail	0.0	0.0	0.0	0.0
Commercial (Offices)	129600.0	0.0	0.0	129.6
Total	129600	0	256000	385.6

After initial discussions with the city is appears that there is sufficient spare capacity in the sewer network to accommodate the development.

The development falls in the catchment of the Athlone wastewater treatment works. The capacity of the sewer reticulation network and waste water treatment works capacity to receive these flows will be confirmed as part of the detailed design process.

5. STORMWATER MANAGEMENT

The proposed Development will be served by a management system that has be designed to meet with the requirements of the City of Cape Town's Storm Water Management Guidelines and policies, viz.

- Storm Water Management Planning and Design Guidelines for the New Developments, 2002.
- Management of Urban Stormwater Impacts Policy, 2009

A detailed Local Storm Water Management Plan (LSWMP) has been compiled, see annexure A, and will be submitted to the City's Catchment, Storm Water and River Management Branch as part of the approval process. The approved LSWMP will guide the detail design of the stormwater management system that will serve the development.

6. ROADS AND ACCESS

There will be 3 points of access provided to the proposed development at Salt River Market.

The first will be from Bromwell Street and will provide access the new market and retail area. Parking will be provided off street as well as within the property boundary, at ground level.

The second point of access will be from Foundry Road located to the South East of the site. The new access road will run underneath the Voortrekker Road bridge and will only provide residents, staff and delivery vehicles with controlled access to the property.

The third point of access will be off Strand Street. This road will exit the property either back via Foundry Road or via Strand Street, on the West side of the property. A traffic Impact assessment has been conducted by Trafficon.

7. SOLID WASTE MANAGEMENT

It is estimated that approximately 392m³ of solid waste will accumulate per month. This waste will be transported to a local pick up point for removal by the City of Cape Town Waste Department.

8. CONCLUSION

Initial indications from the City that both the water demand as well as sewer demand can be met by the existing infrastructure.

Similarly, the existing stormwater infrastructure will be able to meet the stormwater requirements provided it is attenuated on site.

3 points of road entry and exit via Bromwell Street, Foundry Street and Strand Street, have been identified for the traffic needs of the development.

Prepared by

CHESTER KRUGER

Checked by

DAVID STONESTREET Pr.Eng.

1020

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SALT RIVER MIXED USE

LOCALITY PLAN

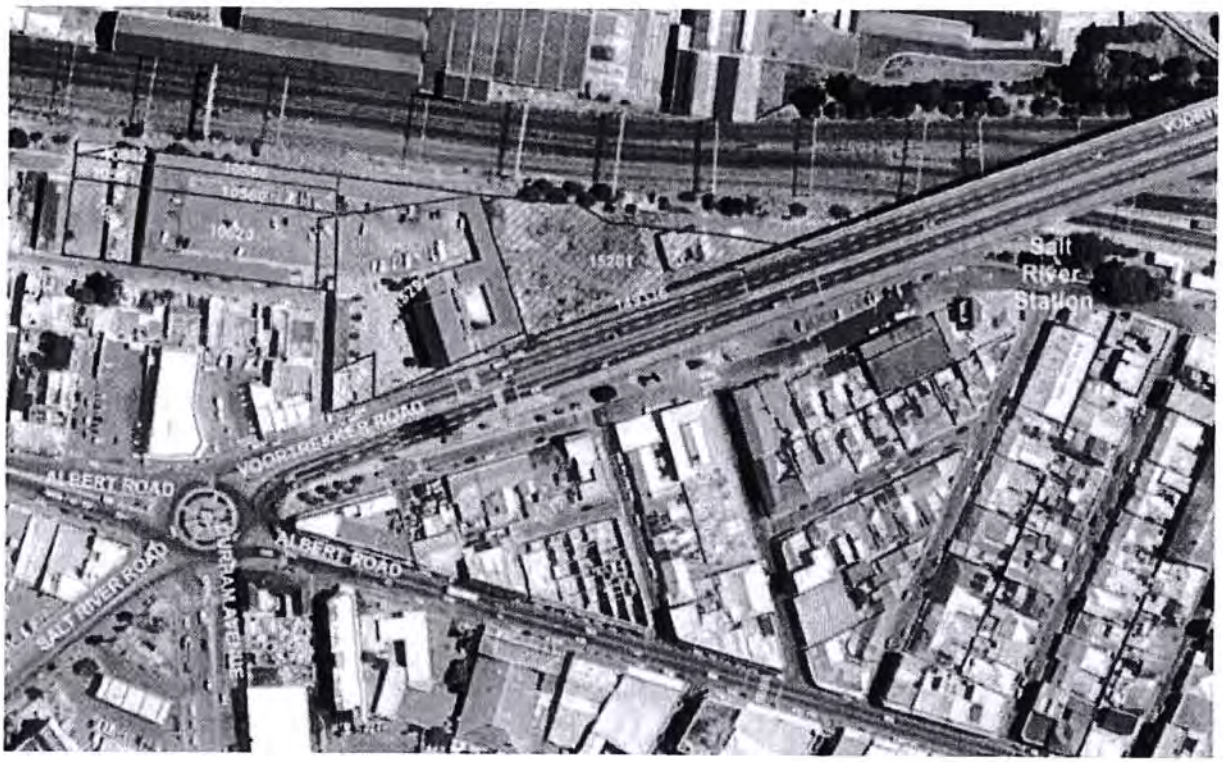
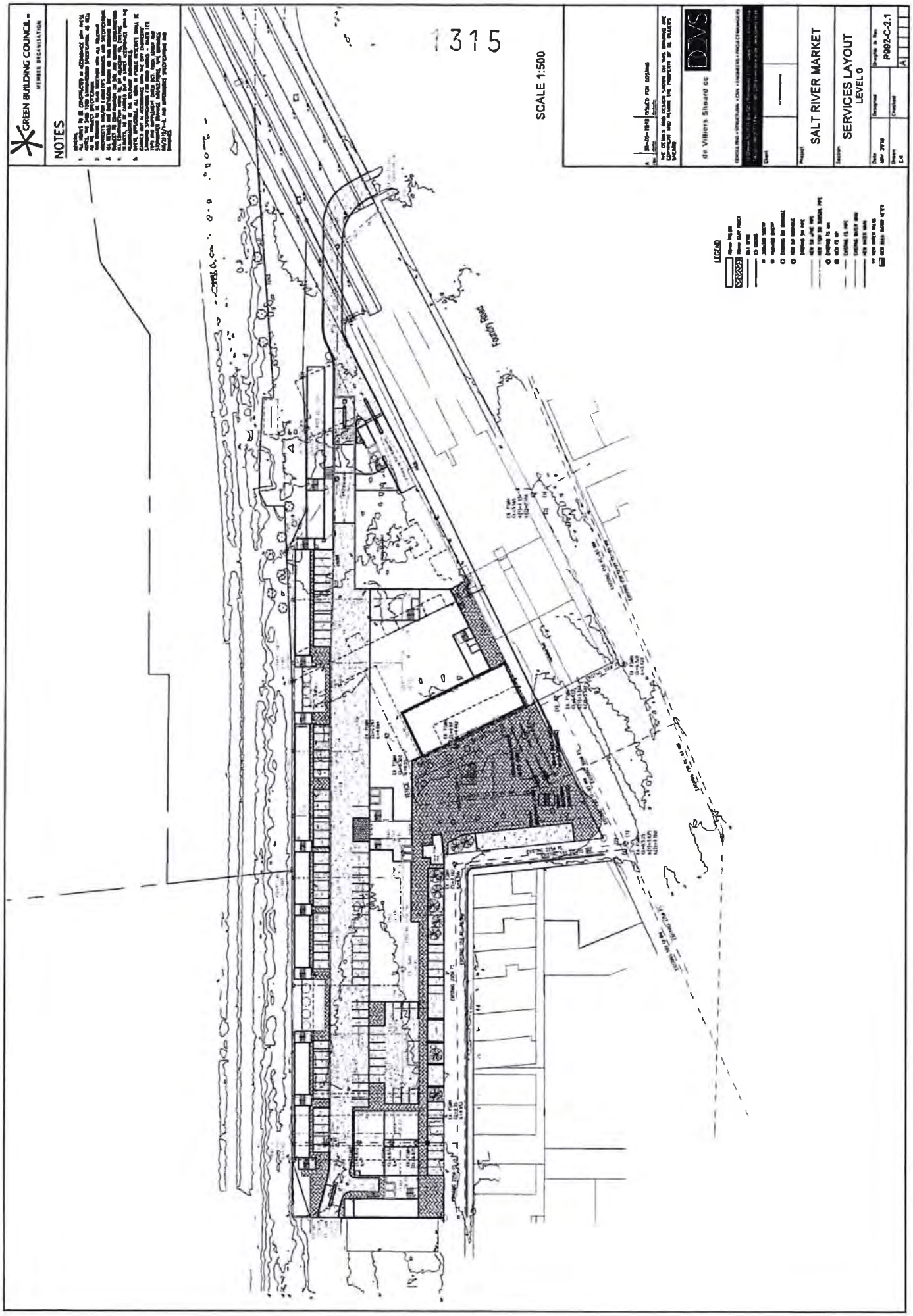


Figure 1 - Proposed site in relation to its surroundings


GREEN BUILDING COUNCIL
NOTES
1315
SCALE 1:500
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SALT RIVER MARKET
SERVICES LAYOUT
LEVEL 0
P982-C-2.1
A
LEGEND

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CONSULTING + STRUCTURAL + CIVIL + ENGINEERS + PROJECT MANAGERS

Salt River Market DATE: 7/11/2017

STORMWATER DESIGN - RATIONAL METHOD Done by: C.Kruger

Project No: P992 Catchment No: 1

Pre - Development Flow **Catchemnt Area =** 1.421 ha

Time of Concentration

Tc =	27.8[nL/Vs]~0.6 x 1/Wie~0.4		**Return Period =**	1 in10 CoCT Data
n =	0.018			
L =	300 m			
S =	0.85 %			
W =	2 assumed			
I =	60 mm/hr	Assumed	15 min	
C =	0.7092			
Ie =	42.55 mm/hr			
Tc =	18.6 min	Δ I=	60 mm/hr	

CIA

Q =	360		
C =	0.7092		
I =	60 mm/hr		
A =	1.421 ha		
Q =	0.1680 m^3/s	168.0 l/s	

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Salt river Market DATE: 7/11/2017

STORMWATER DESIGN - RATIONAL METHOD Done by: C.Kruger

Project No: P992 Catchment No: 1

Pre - Development Flow Catchemnt Area = 1.421 ha

Time of Concentration

Tc =	27.8[nL/Vs]~0.6 x 1/WIe~0.4		Return Period =	1 in 50 CoCT Data
n =	0.018			
L =	300 m			
S =	0.85 %			
W =	2 assumed			
I =	83.2 mm/hr	Assumed	15 min	
C =	0.72852			
Ie =	60.61 mm/hr			
Tc =	16.8 min	Δ I=	83.2 mm/hr	

CIA

Q =	360	
C =	0.72852	
I =	83.2 mm/hr	
A =	1.421 ha	
Q =	0.2393 m^3/s	239.3 l/s

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CONSULTING + STRUCTURAL + CIVIL + ENGINEERS + PROJECT MANAGERS

Salt River Market DATE: 7/11/2017

STORMWATER DESIGN - RATIONAL METHOD Done by: C.Kruger

Project No: P992 Catchment No: 1

Pre - Development Flow **Catchemnt Area =** 1.421 ha

Time of Concentration

Tc =	27.8[nL/Vs]~0.6 x 1/Wie~0.4		**Return Perlod =**	1 in 100 CoCT Data
n =	0.033			
L =	300 m			
S =	0.85 %			
W =	2 assumed			
I =	94.4 mm/hr	Assumed	15 min	
C =	0.74905			
Ie =	70.71 mm/hr			
Tc =	20.9 min	Δ I=	94.4 mm/hr	

CIA

Q =	360	
C =	0.74905	
I =	94.4 mm/hr	
A =	1.421 ha	
Q =	0.2791 m^3/s	279.1 l/s

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CONSULTING | STRUCTURAL | CIVIL | ENGINEERS | PROJECT MANAGERS

Salt River Market

STORMWATER DESIGN - RATIONAL METHOD

Project No: P992

DATE: 7/11/2017

Done by: C.Kruger

Catchment No: 1

Pre - Development Flow

Catchemnt Area = 1.421 ha

Time of Concentration

Tc = 27.8[nL/Vs]~0.6 x 1/WIe~0.4

Return Perlod = 1 in 10 CoCT Data

n = 0.01

L = 300 m

S = 1 %

W = 2 assumed

I = 99.6 mm/hr Assumed 5 min

C = 0.95

Ie = 94.62 mm/hr

Tc = 6.6 min Δ I= 99.6 mm/hr

CIA

Q = 360

C = 0.95

I = 99.6 mm/hr

A = 1.421 ha

Q = 0.3735 m³/s 373.5 l/s

Pize Size = 300 Grade = 1/100 Pipe Flow 0.168 m³/s

Developed Flow C = 0.95 A = 1.421 ha

Pond Sizing

A	B	C	D	E	F	G	H
Duration of design storm	I_{10}	Total inflow CIA/360	Additional inflow	Net inflow Col C - Col D	Rate of discharge Predev.	Rate of storage Col E - Col F	Gross storage Col G x Col A x 60
mins	mm/hr	m³/s	m³/s	m³/s	m³/s	m³/s	m³
5	99.6	0.373	0	0.373	0.168	0.205	62
10	72.6	0.272	0	0.272	0.168	0.104	63
15	60	0.225	0	0.225	0.168	0.057	51
30	40.2	0.151	0	0.151	0.168	-0.017	-31
45	31.87	0.120	0	0.120	0.168	-0.048	-131
60	27	0.101	0	0.101	0.168	-0.067	-240

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Salt River Market DATE: 7/11/2017

STORMWATER DESIGN - RATIONAL METHOD Done by: C. Kruger

Project No: P992 Catchment No: 1

Pre - Development Flow **Catchemnt Area =** 1.421 ha

Time of Concentration

Tc =	27.8[nL/Vs]~0.6 x 1/Wle~0.4		**Return Period =**	1 in 50 CoCT Data
n =	0.01			
L =	300 m			
S =	1 %			
W =	2 assumed			
I =	139.2 mm/hr	Assumed	5 min	
C =	0.95			
Ie =	132.24 mm/hr			
Tc =	5.8 min	Δ I=	139.2 mm/hr	

CIA

Q =	360	
C =	0.95	
I =	139.2 mm/hr	
A =	1.421 ha	
Q =	0.5220 m³/s	522.0 l/s

Pize Size = 375 Grade = 1/80 Pipe Flow 0.239 m³/s

Developed Flow C = 0.95 A = 1.421 ha

Pond Sizing

A	B	C	D	E	F	G	H
Duration of design storm	Iso	Total inflow CIA/360	Additional inflow	Net inflow Col C - Col D	Rate of discharge Predev.	Rate of storage Col E - Col F	Gross storage Col G x Col A x 60
mins	mm/hr	m³/s	m³/s	m³/s	m³/s	m³/s	m³
5	139.2	0.522	0	0.522	0.239	0.283	85
10	100.8	0.378	0	0.378	0.239	0.139	83
15	83.2	0.312	0	0.312	0.239	0.073	66
30	56.2	0.211	0	0.211	0.239	-0.028	-51
45	44.53	0.167	0	0.167	0.239	-0.072	-194
60	37.6	0.141	0	0.141	0.239	-0.098	-353

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Salt River Market DATE: 7/11/2017

STORMWATER DESIGN - RATIONAL METHOD Done by: C Kruger

Project No: P992 Catchment No: 1

Pre - Development Flow **Catchemnt Area =** 1.421 ha

Time of Concentration

Tc = 27.8[nL/Vs]~0.6 x 1/WIe~0.4 **Return Period =** 1 in 100 CoCT Data

n = 0.01

L = 300 m

S = 1 %

W = 2 assumed

I = 157.2 mm/hr Assumed 5 min

C = 0.95

Ie = 149.34 mm/hr

Tc = 5.5 min Δ I= 157.2 mm/hr

CIA

Q = 360

C = 0.95

I = 157.2 mm/hr

A = 1.421 ha

Q = 0.5895 m³/s 589.5 l/s

Pize Size = 375 Grade = 1/80 Pipe Flow 0.279 m³/s

Developed Flow C = 0.95 A = 1.421 ha

Pond Sizing							
A	B	C	D	E	F	G	H
Duration of design storm	Iso	Total inflow CIA/360	Additional inflow	Net inflow Col C - Col D	Rate of discharge Predev.	Rate of storage Col E - Col F	Gross storage Col G x Col A x 60
mins	mm/hr	m³/s	m³/s	m³/s	m³/s	m³/s	m³
5	157.2	0.589	0	0.589	0.279	0.310	93
10	114.6	0.430	0	0.430	0.279	0.151	90
15	94.4	0.354	0	0.354	0.279	0.075	67
30	63.4	0.238	0	0.238	0.279	-0.041	-74
45	50.24	0.188	0	0.188	0.279	-0.091	-245
60	42.7	0.160	0	0.160	0.279	-0.119	-428

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Cape Town | South Africa
Tel.(021) 689 2377 | Fax.(021) 686 3285
www.devs.co.za
devs@devs.co.za

PROJECT NAME **Salt River Mixed Use**
PROJECT NO. P992
DATE 13th June 2018

STORMWATER MAINTENANCE AND CONTROL PLAN

In order for the Stormwater System and control facilities to continue to function as designed, on-going maintenance is required to ensure operational success of the Stormwater System and extend the service life of continuous operation as designed. This Maintenance and Control Plan is intended to cover all on-site drainage structures.

1. STORMWATER SYSTEM INVENTORY

1.1 Sub-surface Pipe Network
Consist of 110mm - 250mm dia uPVC pipe.

1.2 Catchpits and Manholes
All catchpits are brick structures with open grated covers

1.3 Surface Channels
Consist of precast concrete channels in roadway.

1.4 Storage Tank
A 284m³ reinforced concrete storage tank with baffle walls.

2. INSPECTIONS SCHEDULE

Inspections are to be conducted by personnel knowledgeable and experience with Stormwater Systems, or otherwise trained.

2.1 Sub-surface Pipe Network
Every 3 months and before and after rainy season.

2.2 Catchpits and Manhole
Every 3 months and before and after rainy season.

2.3 Surface Channels
Every 2 months

2.4 Storage Tank
Every 3 months, before and after rainy season and after every storm.

3. MAINTENANCE ACTION

3.1 Sub-surface Pipe Network
Sediment control, trash and debris removal.

3.2 Catchpits and Manhole
Sediment control, trash and debris removal. Ensure open grating are not blocked by vegetation and litter.

3.3 Surface Channel
Sediment/Silt removal, trash and debris removal.

3.4 Storage Tank
Trash and debris removal from both screen/grid filter as well as settled material within the tank.

4. SIGNAGE

Signs will be installed to convey public education requirements. The display of information signs will be placed at principal access points to sites where the maximum number of visitors will view the information.

The following information should be included on the board:

- This planted detention pond is designed in terms of Water Sensitive Design principles and supports Sustainable Development.
- Residents/public/users are reminded not to litter or pollute

All maintenance are to be performed as per inspection schedule. Corrective maintenance needs to be done as required.

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SALT RIVER MIXED USE

Proposed Residential Apartments,
Retail, Community & Parking
Salt River Market
Woodstock

PRELIMINARY STRUCTURAL COMMENT

Date : June 2018

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1. PREAMBLE

2. BASEMENT CONSTRUCTION

3. FOUNDATIONS

4. GROUND, MEZZANINE AND PODIUM SLABS

5. MOVEMENT CONTROL JOINTS

6. TOWERS

1. PREAMBLE

The project intends construction up to 11, 9 storey residential apartments, on top of a first floor podium which would cover retail, commercial and parking.

The existing Community Hall would b altered and remain part of the scheme.

2. BASEMENT CONSTRUCTION

The current topography falls generally from west to east, and from south (Bromwell Road) to north (The railway reserve).

The proposed basement, set within the west portion of the site would then require excavation of approximately 1m against the railway reserve, and 3m against Bromwell Road.

The fact that the buildings will be pulled back from Bromwell Road will allow for baltered excavation with no need for lateral support.

3. FOUNDATIONS

A specific geotechnical investigation has yet to be done but the expectations are for favourable founding conditions. We expect a layer of reworked rubble over residual Malmesbury Shale at perhaps 1.2 to 1.5m below the surface.

The geotechnical investigation is necessary to determine the depth, excavatability, and permissible founding pressures of the residual Malmesbury.

Preliminary sizing has been based on a permissible bearing pressure of 250kPa. Conventional spread footings are expected to suffice.

4. GROUND, MEZZANINE AND PODIUM SLABS

Flat, conventionally reinforced slabs are being considered, with consideration to be given to beam thickenings, along column lines, to form waterproofing steps as required. Although unlikely, localized coffered slabs would be considered in areas of particularly high loadings.

5. MOVEMENT CONTROL JOINTS

The overall building will be split along the east/west axis by control joints at approximately 45m.

6. TOWERS

The towers, projecting 8 storeys above the podium area generally relatively narrow (approximately 7m span) building of varying length and orientation. Access walkway project from one side.

Our current proposal is to construct the towers of conventional reinforced concrete slabs spanning between parallel down stand beams. The soffit of the beams would be at window and door head height. The walkways would cantilever from this structure.

Vertical support would comprise columns along the beam lines at approximately 7.5m. Lateral stability would be provided by stair cores and end shear walls. Detailed seismic calculations may require the installation of vertical anchors into the Malmesbury Shale.

It should be noted that the column and wall spacing will be predicated by the arrangement of parking and basement and ground level. Architectural Design would have to take account of such columns.

Whilst post-tensioning and/or precast slabs will be considered during design evaluation, for speed and possibly cost reasons, we are currently of the opinion that the construction mentioned above is best for the project.

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SALT RIVER MIXED USE

LOCAL STORMWATER MANAGEMENT PLAN

Date : June 2018

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3. SOILS AND GEOHYDROLOGICAL CONDITIONS ..... - 3 -
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7. CONCLUSION ..... - 6 -

ANNEXURES

Annexure A	Locality Plan
Annexure B	Roads and Stormwater Plan Drawing No. P992-C2.1
Annexure C	Calculations
Annexure D	Stormwater Maintenance and Control Plan

1. INTRODUCTION

De Villiers Sheard Consulting Engineers, as the appointed Civil Engineers by the client, were asked to prepare a Stormwater Management Plan. This plan explains how the City of Cape Town's Management of Urban Stormwater Impact Policy and specifically the sustainable urban drainage system (SUDS) objectives, are being met. This plan is being submitted as part of the Civil Services and Site Development Plan approval process. The run-off and study is limited to the site itself, i.e. a 'stand alone' system.

2. SITE AND CATCHMENT

The Salt River Mixed Use site is 1.42ha and currently consists of an existing market which has four stalls utilised for fresh produce trading, trading spaces occupied by businesses not categorised as fresh produce traders and a community of vagrants.

The proposed development is to be zoned as mixed use and consists of a basement for parking and storage, a retail and outdoor market area at ground level and 8 storeys of residential space. A locality plan is attached as **Annexure A**

Access to the site is currently via Voortrekker Road and Bromwell Street. There is a fall of approximately 4m across the site.

The site has been treated as a single catchment area.

The Proposed Roads and Stormwater Layout (Dwg No. P992-C-2.1) is attached as **Annexure B**

3. SOILS AND GEOHYDROLOGICAL CONDITIONS

3.1. Site Geology and Soils Profile

No geotechnical report has been concluded for the proposed development for the Salt River Mixed Use site. A geotechnical field study will be conducted upon transfer of the property.

4. ATTENUATION VOLUMES & QUALITY CONTROL

The Rational Method is recommended for general use for catchments up to 15km² in extent. This method was therefore used for computing the peak stormwater discharge for both the 1:10 and 1:50 year rainfall storm events for the catchment. Results from calculations of pre and post development flow and its attenuation and treatment are summarised below and can be found in **Annexure C**.

4.1. Quantity & Rate of Runoff

Pre Development Runoff MAP: 554			
ARI Storm	**10 year**	**50 year**	**100 year**
MAP	554	554	554
Storm Intensity (mm/hr)	60	83.2	94.4
`Flood Discharge (l/s)	168	239.3	279.1

Table 1.1 Pre development runoff

© BRIDGET O'DONOGHUE ARCHITECT HERITAGE SPECIALIST ENVIRONMENT

Post Development Runoff MAP: 554				
ARI Storm	**1 year**	**10 year**	**50 year**	**100 year**
Storm Intensity (mm/hr)		99.6	139.2	157.2
Flood Discharge l/s		373.5	522	589.5
Attenuation Volume (m³)		Required: 63 Actual: 310.5	Required: 85 Actual: 310.5	Required: 142 Actual: 310.5

Table 1.2 Post development runoff and attenuation

4.2. Improve Quality of Runoff

Stormwater harvesting is proposed for use in toilet flushing and limited irrigation.
Before the stormwater runoff enters the storage tank, it passes through a screen/grid that filters out larger particles. This would require regular maintenance to ensure that there are no blockages.

Water quality for the site is first improved by means of baffle walls constructed inside the 205.5m³ storage tank. The baffle walls allows finer contaminants in the stormwater runoff to settle. The overflow from the storage tank is directed to a 105m³ planted detention pond where the quality of the runoff is further improved.

Reeds have a large biomass both above and below the surface of the soil or substrate. The subsurface plant tissues grow horizontally and vertically and create an extensive matrix which binds the soil particles and creates a large surface area for the uptake of nutrients and ions. Hollow vessels in the plant tissue enable air to move from the leaves to the roots and to the surrounding soil. Aerobic microorganisms flourish around the roots and anaerobic microorganisms are present in the underlying soil. Natural filtration in the substrate also assists the removal of many pollutants. These pollutants include nitrogen, phosphorus and possibly other trace pollutants present in the storm water runoff.

The role of the planted detention pond is also to impact the water pathways. Physically, strategic placement of vegetation can assist in addressing important flow issues, such as slowing or directing flow.

The required volume of stormwater to be treated indicates the volume of runoff passing through the system over a 24 hour period for storms up to 1:1/2 year return and is shown in the table below:

WQV = P x Rv x A/1000

Where:
WQV = Water Quality Volume (m³)
P = Total rainfall depth to be included (mm)
Rv = Volumetric runoff coefficient (0.05+0.009xI)
A = Total drainage area (m²)
I = percentage of impermeable cover (%)

(Attached separately to the electronic report)

ANNEXURE 7: ARCHITECTS DRAWINGS

Water Quality Volume MAP: 554					
Project	P (mm)	I (%)	Rv (0.05+0.009*I)	A (m^2)	WQV (m^3)
Salt River Mixed Use	33.6	100	0.95	14200	453.26

Table 1.6 Summary of Water Quality Volume

5. PROPOSED STORMWATER SYSTEM

In principle, there are two objectives to the stormwater plan. The first would be to manage the Quantity by reducing runoff volumes as much as possible by better site design, treating the stormwater at source and reducing connected impervious areas. The second would be to improve the Quality of stormwater by mimicking the natural processes currently on the pre-development site as closely as possible. This is achieved by on-site treatment being incorporated into the development using a screen/grid, baffle wall and a planted detention pond.

The runoff collected from roads and parking areas not on the suspended ground floor slab for storms up to 1:50 year return post development is discharged into catchpits and collected by pipes designed for storms up to 1:10 year return post development. This runoff is then directed to a 284m^3 underground storage tank designed for storms up to 1:50 year return post development.

The runoff collected for roads and parking, for storms up to 1:50 year return, post development is collected by concrete V-channels. For the portion of the road on the suspended slab, stormwater discharges into strategically placed fullbores and is directed to a network of stormwater pipes fixed to the soffit of the slab and are designed for storms up to 1:10 year return, post development.

The runoff collected for all roofed structures, for storms up to 1:50 year return, post development, discharges into downpipes. The runoff discharged into these downpipes are directed through the ground floor slab and discharged into a network of stormwater pipes fixed to the soffit of the slab and are designed for storms up to 1:10 year return, post development.

The network of pipes are directed through the North basement wall and discharged into 450x450 catchpits. The runoff from these catchpits is then discharged into a main 525mm dia collector pipe designed for storms up to 1:10 year return post development. The stormwater is then directed to the underground 205.5m^3 storage tank. The storage tank allows for stormwater to be reused as toilet flushing water. In the event of a storm, stormwater from the tank is slowly discharged into a 450mm dia pipe at a 1:150 gradient designed for storms up to 1:50 year return pre development and is directed to a 105m^3 planted detention pond.

The detention pond is designed to further store and treat stormwater runoff for storms up 1:50 year return, post development. The treated runoff is then discharged into the existing 1200x1500 stormwater culvert.

The post development outfall into the existing stormwater system thus mimics the pre development flow as a result of the sand filtration system and underground storage tank.

6. MAINTENANCE RESPONSIBILITIES

While the Consulting Engineer is responsible for the SWMP, the land owner for Salt River Mixed Use or its appointed facilities managers is responsible for operations and maintenance.

A stormwater maintenance control plan (**Annexure D**) will be implemented to ensure the long term functionality of the system.

Regular maintenance and operation of the stormwater system will be ensured through the acceptance and implementation of the stormwater maintenance and control plan by the owner.

7. CONCLUSION

The proposed Stormwater Management Plan satisfies the current City of Cape Town Stormwater Policy for on-site treatment by means of a screen/grid filter, baffle wall and a planted detention pond.

The quantity of the stormwater is reduced to pre development flow levels through on site attenuation in an underground storage tank and detention pond. The filtration system, removes pollutants from stormwater runoff before discharging into the municipal stormwater system. The system thus, effectively and efficiently deals with both the quantity and quality of stormwater runoff from the site.

Prepared by

CHESTER KRUGER

Checked by

DAVID STONESTREET Pr.Eng.

- 1334

Annexure G

Objections / Comments received

- 1335

WOODSTOCK RESIDENTS' ASSOCIATION

19 Devon St. Woodstock, Cape Town - Email: committee@woodstock.org.za

12 November 2018

The Director
Development Management
Transport and Urban Development Authority

Per email: comments_objections.tablebay@capetown.gov.za

OBJECTION TO
PROPOSED CITY APPROVAL IN TERMS OF THE DEVELOPMENT MANAGEMENT SCHEME, REZONING, CONSOLIDATION AND DEPARTURES IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BYLAW: REMAINDER ERVEN 10559, 10560, 10561, 10562, REMAINDER ERF 10619, 10620, WOODSTOCK, ERVEN 10621, 15291, 15292, 15293, 15294, 176308 (PORTION OF ERF 15201) SALT RIVER, CORNER OF BROMWELL STREET AND VOORTREKKER ROAD, "SALT RIVER MARKET HOUSING"

CASE NUMBER 70414342

Dear Madam / Sir

The Woodstock Residents' Association supports the land in question being transferred to Communicare for the purposes of developing affordable housing on the site.

With view to the current uncertainty if the land will be transferred to Communicare, we feel we have to comment on points 1., 2. and 4. of the development application and hereby lodge an objection.

The objection to point 1. – consolidation of erven – is conditional in case the land will be transferred to a party other than Communicare or for the purpose other than to build affordable housing.
The objection to point 2. – rezoning to MU Subzone 3 – is made in terms of design and dimensions of development allowed on the site, as is the objection to point 4. for a permanent departure at the 10th storey.

1. The proposed rezoning is not compliant with the principle of spatial sustainability in terms of the protection of heritage resources as per the Spatial Planning and Land Use Management Act (Act 16 of 2013)

While there are a number of 6- and 7-storey buildings in the area, 8 storeys are an exception and there are no 10-storey buildings anywhere close by.

Approving a development of the proposed bulk and height in this area of Salt River is not in keeping with the heritage resources. In terms of buildings, the proposed developments would completely tower over the heritage-protected Salt River Town Hall as well as over the edge of the neighbourhood, which has 1 to 3 storey buildings as its heritage fabric.

The MU Subzone 3 rezoning also goes against the living heritage of the area which is small closely-knit communities at a neighbourhood level.

The rezoning that would allow 10-storey development is also violating the **spatial justice principle**: By allowing the height and bulk of a development at the East end of Albert Road, after having allowed the development of the Wex 1 at the road's West end, means that Albert Road could be book-ended by 10-storey developments and there would be no grounds to object to any other commercially developed high-rise apartment blocks in between.

It is, however, exactly the development of these commercially developed apartment blocks which have caused the kind of gentrification in the area which means that people who grew up in the neighbourhood are being evicted and displaced.

2. City of Cape Town Municipal Planning By-Law (2015)

The proposed rezoning is not desirable in terms of the the scale and design of the development and the impact of the building massing and its impact on heritage for the reasons given in 1. above. If rezoning is permitted, these impacts need to be mitigated by imposing conditions regarding the scale and design of the development.

3. The proposal is not aligned with the Cape Town's Municipal Spatial Development Framework (2017-2022)

The proposed rezoning and the resulting option to build up to 10 storeys would clash with the unique sense of place and quality of the built form of Woodstock and Salt River and destroy the value of heritage resources, both in terms of building fabric as in terms of lived heritage in the area.

- 1337

4. The proposal is not aligned with the City of Cape Town's Densification Policy (2012)

The proposed rezoning and 10-storey height allowance for the land unit will not enhance the built environment.

The argument in the development application that 'It helps to provide property investors with a level of certainty regarding areas that will be targeted for various types of densification' is actually an argument against the development application. The UDZ in Woodstock and Salt River has not attracted the kind of property investors that the area needs, ie that are prepared to build affordable housing. Instead the City has approved vertically dense developments like Wex 1, the Ironworks, the Woodstock Quarter, and recently the Salt and the development on the Pennypinchers site none of which are in keeping with the area's fabric. This 'certainty' that densification no matter what will be allowed has been driving gentrification and has made Woodstock and Salt River less diverse. The apartments built in those high rises are completely unsuitable for families and many will be rented out as short-term rentals (like AirBnB) to tourists.

5. The proposal is not aligned with the City of Cape Town's Tall Buildings Policy (2012)

The proposed development is not informed by the character of the area, which has mainly 1- and 2-storey residential developments and some 6- and 7-storey industrial fabric, with the occasional 8-storey building. A 10-storey development of this size would be completely out of character for the area.

We therefore formally request that the application be rejected and be resubmitted once the land has been transferred to Communicare and once there has been a public participation process involving the residents of the neighbourhood to ensure that the development is compatible with the character and heritage resources of the area.

Yours sincerely

Ute Kuhlmann
WRA Secretary on behalf of the Woodstock Residents' Association

1338

Shanine Julius

From: SAAYL <saayleaders@gmail.com>
Sent: 12 November 2018 09:15 PM
To: Comments_Objections Tablebay
Cc: Igshaan Higgins
Subject: CoCT - Salt River Market Housing Proposal : Application No 70414342 - Comments
Attachments: SAAYL - Let - SRHD Comments_12Nov2018.pdf

Good day Sir / Madam;

Please find attached hereto our response to your recent advert dated 12 October 2018 for the rezoning, consolidation and departures to the **Application No 70414342** for your further attention.

Yours in Leadership

Raneah Carr
Chief Operations Officer

+27 83 571 6331
saayleaders@gmail.com

SAAYL

SOUTH AFRICAN ACADEMY FOR YOUNG LEADERS

OFFICE: +27 21 422 1067 • FAX: +27 447 0555
ADDRESS: Unit No. 8-10, Salt River Market, Salt Circle, Salt River, Cape Town •7925
P O Box 51585, Waterfront, Cape Town •8002

Please consider the environment before printing this e-mail

SAAYL
South African Academy For Young Leaders

UNIT NO. 8 - 10
SALT RIVER MARKET
SALT CIRCLE
SALT RIVER
CAPE TOWN
SOUTH AFRICA
7925

1339

PO BOX 51585
WATERFRONT
8002

TEL: 27 21 422 1067
Email : saayleaders@gmail.com
www.saayleaders.co.za

Our reference: P/9/SAAYL/SRHD-01

12 November 2018

CITY OF CAPE TOWN
The District Manager
Second Floor
Media City
Cnr Hertzog Boulevard and Heerengracht
Cape Town
8000

Email: comments_objections.tablebay@capetown.gov.za

Dear Sir/Madam

RE: APPLICATION NO 70414342 – PROPOSED SALT RIVER MARKET HOUSING DEVELOPMENT - COMMENTS

Your recent advert dated 12 October 2018 for the rezoning, consolidation and departures to the **Application No 70414342** has reference:

We take heed of the proposed development and note with concern the following:

The South African Academy for Young Leaders (SAAYL), a Section 21 company and registered as a Non-Profit Organization (NPO) and a Public Benefit Organization (PBO Reference No. 93 0048 228) which focuses on leadership and entrepreneurship development for young leaders between the ages of 14 and 25 years of age, is housed at The Market Deli situated within the Salt River Market, together with the following three (3) Non-Profit entities and Programmes which are as follows:

1. Access to justice under the The Legal Café;
2. Single Mom's Project; and
3. Feeding Scheme.

The SAAYL, together with The Legal Café is a major beneficiary of The Market Deli, and benefits through being an equal shareholder, each holding 20% of The Market Deli business. This equal shareholding ensures that the youth of the identified area is either incorporated into an identified project or educated through SAAYL and The Legal Café.

The Legal Café – Is a community initiative to give legal and professional guidance to the public subject to certain terms and conditions set by The Market Deli.

Furthermore, the SAAYL in conjunction with The Market Deli and The Legal Café, ***has an additional two (2) social initiatives*** and renders pro-bono support to women-owned enterprises by creating awareness, establishing strategic partnerships, rendering facilitation and professional support to ensure that our social mission is achieved which are as follows:

1. **The Single Mom's Project:**
   a. An initiative to give marginalized women the opportunity to become economically self-sufficient, entrepreneurs and to create employment.

2. **Feeding Scheme:**
   a. The feeding scheme aids on a weekly basis as a priority the surrounding areas within the Salt River, Woodstock and Bo-Kaap Precincts;
   b. It assists the City of Cape Town Disaster Management with food aid when needed; and
   c. In addition our feeding scheme extends to areas such as Mfuleni, Philippi, Hanover Park and Blikkiesdorp etc.

Hence we observed that within this proposed "Salt River Market - Housing Development" no reference is made to accommodate existing tenants with needs such as The SAAYL, The Market Deli and The Legal Café of which the latter is a business entity established to assist and sustain the current NPO's and Programmes as noted above.

SAAYL together with The Market Deli and The Legal Café has invested significantly in its infrastructure to ensure an operation which is able to assist with the sustainability of the said NPO's and its programmes.

Traditionally with any new development, the rental becomes unaffordable to any non-profit entity such as SAAYL and The Legal Café.

We request that the City of Cape Town and its development partner favourably considers the accommodation and assistance in the further enhancement of the The SAAYL and its various programmes within this new proposed housing development so that we are able to continue with our commitment to contributing to the emancipation process especially women, young leaders and the underrepresented groups.

Yours In Leadership

Miss Roneah Carr
SOUTH AFRICAN ACADEMY FOR YOUNG LEADERS

Shanine Julius

From: The Market Deli <info@themarketdeli.co.za>
Sent: 12 November 2018 09:14 PM
To: Comments_Objections Tablebay
Subject: CoCT - Salt River Market Housing Proposal : Application No 70414242 - Comments
Attachments: TMD - CoCT SR HD_12Nov2018.pdf

Good day Sir / Madam;

Please find attached hereto our response to your recent advert dated 12 October 2018 for the rezoning, consolidation and departures to the **Application No 70414342** for your further attention.

Kind regards

OFFICE : **+27 21 447 2656**
ADDRESS: **Unit No. 8-10, Salt River Market, Salt Circle, Salt River, Cape Town, South Africa • 7925**
P O BOX 515 85, Waterfront, Cape Town • 8002

Please consider the environment before printing this e-mail

1342

THE MARKET DELI (PTY) LTD

UNIT NO. 10, SALT RIVER MARKET, SALT CIRCLE, SALT RIVER, CAPE TOWN, 7925 TEL: 021 447 2656 / 083 571 6331

Our reference: P/2018/SRHD - 01

12 November 2018

CITY OF CAPE TOWN
The District Manager
Second Floor
Media City
Cnr Hertzog Boulevard and Heerengracht
Cape Town
8000

Email: comments_objections.tablebay@capetown.gov.za

Dear Sir/Madam

RE: APPLICATION NO 70414342 – PROPOSED SALT RIVER MARKET HOUSING DEVELOPMENT - COMMENTS

Your recent advert dated 12 October 2018 for the rezoning, consolidation and departures to the **Application No 70414342** has reference:

We take heed of the proposed development and note with concern the following:

The Market Deli currently houses four (4) Non-Profit entities and Programmes which are as follows:

1. The South African Academy for Young Leaders;
2. Access to justice under the The Legal Café;
3. Single Mom's Project; and
4. Feeding Scheme.

The Market Deli has aligned itself with their major beneficiary, the ***South African Academy for Young Leaders (SAAYL)***, a Non-Profit Organization (NPO) and a Public Benefit Organization (PBO Reference No. 93 0048 228) which focuses on leadership and entrepreneurship development for young leaders between the ages of 14 and 25 years of age; and

The Legal Café – Is a community initiative to give legal and professional guidance to the public subject to certain terms and conditions set by The Market Deli.

SAAYL and The Legal Café benefits through being an equal shareholder, holding 20% of The Market Deli business. This equal shareholding ensures that the youth of the identified area is either incorporated into an identified project or educated through SAAYL and The Legal Café.

Furthermore, The Market Deli and The Legal Café in conjunction with SAAYL, ***has an additional two (2) social initiatives*** and renders pro-bono support to women-owned enterprises by creating awareness, establishing strategic partnerships, rendering facilitation and professional support to ensure that our social mission is achieved which are as follows:

1343

1. **The Single Mom's Project:**
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   a. The feeding scheme aids on a weekly basis as a priority the surrounding areas within the Salt River, Woodstock and Bo-Kaap Precincts;
   b. It assists the City of Cape Town Disaster Management with food aid when needed; and
   c. In addition our feeding scheme extends to areas such as Mfuleni, Philipi, Hanover Park and Blikkieadorp etc.

Hence we observed that within this proposed "Salt River Market - Housing Development" no reference is made to accommodate existing tenants with needs such as The Market Deli and The Legal Café which is a business entity established to assist and sustain the current NPO's and Programmes as noted above.

The Market Deli and Legal Café has invested significantly in its infrastructure to ensure an operation which is able to assist with the sustainability of the said NPO's and its programmes.

Traditionally with any new development, the rental becomes unaffordable to any non-profit entity such as SAAYL and The Legal Café.

We request that the City of Cape Town and its development partner favourably considers the accommodation and assistance in the further enhancement of the The Market Deli, The Legal Café; The SAAYL and its various programmes within this new proposed housing development so that we are able to continue with our commitment to contributing to the emancipation process especially women, young leaders and the underrepresented groups.

Yours faithfully,

RANEAH CARR
THE MARKET DELI (PTY) LTD

- 1344

Annexure

H

Internal Department Comments

1345

TDA
CAPE TOWN
The City of Cape Town's Transport and Urban Development Authority

MEMORANDUM

To: Paul Heydenrych - Land Use Management – Table Bay District

From: Liezel Kruger-Fountain: Urban Investment Portfolio: Urban Integration – Urban Design

Date: 19 October 2018

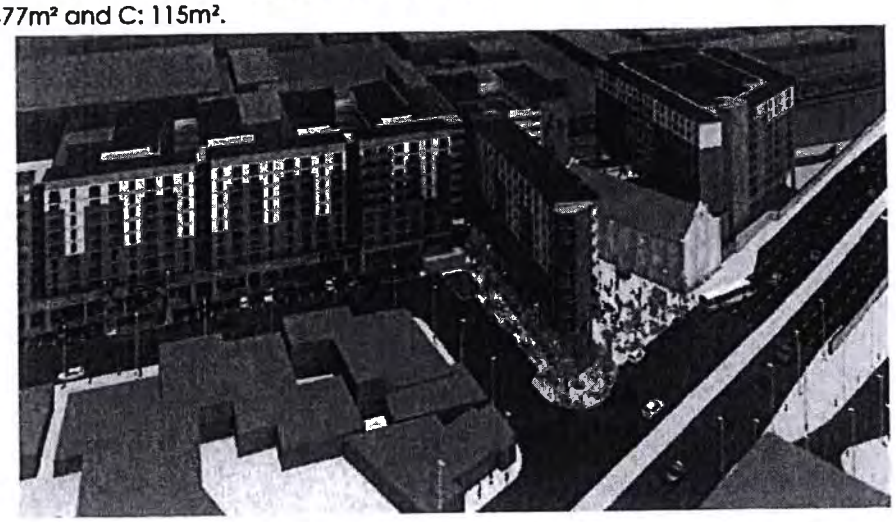
Subject: Erf 15294: Consolidation, Rezoning, Subdivision, Consent and City Approvals – 13 Bromwell Street, Salt River

Case No: 70414342 **(A789)** (SALT RIVER MARKET)

---

1. INTRODUCTION

The proposal before us by Jono Trust Urban Planning on behalf of Communicare is for a mixed use development with a community facility, offices, informal trading, 723 residential units (of which 216 is social) and 190 parking spaces in a 10 storey building group. The application includes consolidation of erven, the rezoning of these from Open Space 2, Transport 2 and Mixed use 2 to Mixed Use 3. It also includes consent to permit informal trading on ground floor, as well as building line setbacks (between 25m and 38m) to be 0.2m in lieu of 2.5m (northern boundary), a carriageway crossing of 42.5m in lieu of 8m (Bromwell Street) and 28.8m in lieu of 8m (Bromwell Street) and 13.8m in lieu of 8m (Foundary Road). It also includes permission for vehicles to reverse from parking on Bromwell Street. The combined property (14 217m²) will be subdivided into 3 portions: A: 13 387m², B: 477m² and C: 115m².



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TDA
CAPE TOWN
The City of Cape Town's Transport and Urban Development Authority

MEMORANDUM

2. ALIGNMENT WITH SPATIAL PLANNING POLICY GUIDELINES AND FRAMEWORKS

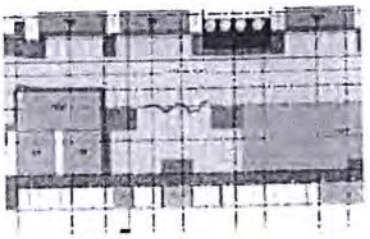
- The proposal generally aligns with the provisions of the **Metropolitan Spatial Development Framework** (2018) and the **Table Bay District Plan** (2012; TBDP). The proposal before us also align with the **Urban Design policy (2013)**.

- In March 2016 Council adopted its **Transit-Orientated Development (TOD) Strategic Framework** which prescribes how new developments across Cape Town should address apartheid spatial inequality, urbanisation and the high cost of public transport, while also stimulating economic growth. The site is near the Salt River Station and an existing BRT route and stop and presents an ideal location for TOD. The applications generally support the principles of TOD, since the proposed development is of a mixed-use nature and is located in close proximity to public transport.

3. DISCUSSION

The City of Cape Town and Communicare are in the process of developing social housing opportunities in Salt River as the Salt River Market. Salt River Market comprises of twelve properties located on Voortrekker Road and Bromwell Street at the Salt River Circle. This site's location is strategic although rather constrained in terms of access, so opening up the site for pedestrians and making vehicular movement work practically is very important. The focus on the public realm is welcomed and the 'widening' of Bromwell Street visually is assisting with this.

Our branch was part of several pre-application discussions (not mentioned in supporting documentation) where we did give a lot of guidance during the design development phases. A lot of our comments has therefore been covered already and expressed in the final design.



We note that the information in the Motivation document is not up to date with the final plans provided, specifically with regards to additional built form on the ground floor vs a previous parking court. We are of the opinion that the parking court did give some relief to the built form at ground floor and that this could have been utilised at times as a public space. We are not clear why this has changed?

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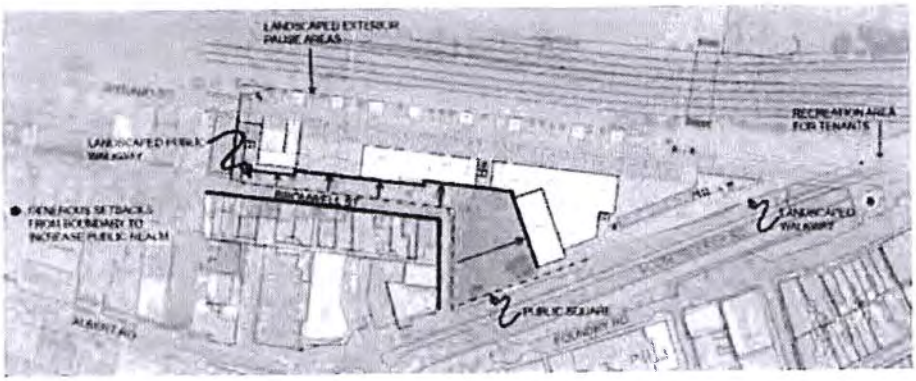
TDA
CAPE TOWN
The City of Cape Town's Transport and Urban Development Authority

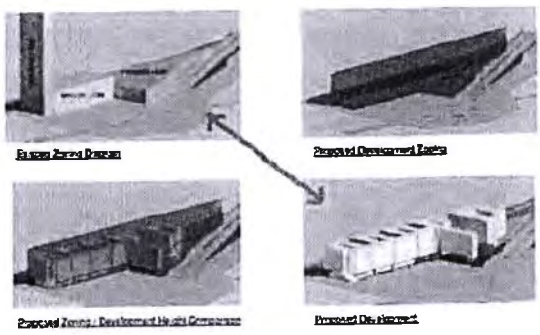
MEMORANDUM



As this development is very much a nodal development, and set back (the majority) from Albert/Voortrekker Roads, the approach of a more modern typology is acceptable in our opinion, thereby allowing the more authentic Salt River 'typology' to be achieved at other more appropriate locations, thereby safeguarding the character of the area. The re-use/repurposing and incorporation of heritage/existing elements (i.e. community hall) is welcomed to retain the storyline of the site and show a next phase developing alongside that which has gone before.

The development also includes a variety of housing types for a variety of market/social accommodation. This is also welcomed in that it creates a real community and not just the same type of people. The interaction of these with the public realm is important to ensure a 'market' that is open for all, not just those living here. The site therefore becomes an integrator and activities contribute to this.

We just want to make a note that, it is only through this application for rezoning, that the additional rights and with it, height is applied for. The Motivation document (p. 29) refers to MU3 as the rights and therefore that the proposal does not ask for departures, but please note that the policies are still relevant and that height departures is indeed applied for (MU2 = 25m; bulk of 4 vs MU3 = 38m; bulk of 6) indirectly through the rezoning application. It is therefore not a right but is applied for and should be stated clearly. The applicant has however provided information to support the height departure and we are content with the final height of 28.7m proposed. An image showing the additional rights applied for compared with the existing rights would have been useful.



Civic Centre
12 Hertzog Boulevard, Cape Town, 8001
PO Box X9181, Cape Town, 8000

Iziko loLuntu
12 Hertzog Boulevard, Cape Town, 8001
PO Box X9181, Cape Town, 8000

Burgersentrum
Hertzog-boulevard 12, Kaapstad, 8001
Posbus X9181, Kaapstad, 8000

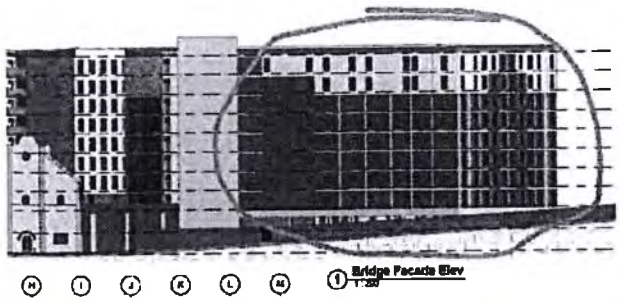
1348

TDA
CAPE TOWN
The City of Cape Town's Transport and Urban Development Authority

MEMORANDUM

Some observations:

- Could there not be some balconies onto the bridge, overlooking this space. The building seems very insular here and could do with some visual interaction with people...?



- Just another observation and that is the use of materials. I can understand that this development has a specific character that it tries to convey, but is there no chance in breaking up the massing of the building by introducing different material treatments between different blocks? I.e. making it a series of buildings that might have developed over time rather than one big development that dropped into the space? A relevant yet different type of building is the big grey mass of 'The Boulevard' that just does not sit well in the context. A slight variation of treatment between different blocks could possibly assist in this.
- Variation in height might also have been a good method to assist with not creating a monotone development.

4. CONCLUSION

Notwithstanding this, the Urban Design Unit in principle has no objection to the application.

Kind regards,
Liezel Kruger-Fountain
TDA Cape Town
Urban Investment and Development: Urban Integration – Urban Design

Civic Centre
12 Hertzog Boulevard, Cape Town, 8001
PO Box X9181, Cape Town, 8000

Iziko loLuntu
12 Hertzog Boulevard, Cape Town, 8001
PO Box X9181, Cape Town, 8000

Burgersentrum
Hertzog-boulevard 12, Kaapstad, 8001
Posbus X9181, Kaapstad, 8000

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TDA
CAPE TOWN
The City of Cape Town's Transport and Urban Development Authority

Marissa Adams
Senior Professional Officer: TDA

T +27 400 6424 F+27 421 8276
Marissa.Adams@capetown.gov.za
Ref: LUM Case 70414342

Date: 30 October 2018

To: Land Use Management

Attention: Mr P Heydenrych

Dear Paul

LUM APPLICATION 70414342
ERF 10559; 10560; 10620; 10621; 15291; 15292; 15295; 15294; 10561; 10562; 10619; 176308 CAPE TOWN AT VOORTREKKER ROAD, BROMWELL STREET AND STRAND STREET, SALT RIVER

REZONING, PERMANENT DEPARTURES, SUBDIVISION, CONSOLIDATION

The Director TDA: Asset Management and Maintenance has the following comments:

1. **Consolidation**
   No objection

2. **Subdivision:**
   With respect to portions B and C subdivided for TR2 zones:
   a) Cession requirement to be assessed and determined by cession committee. Applicant to provide dimensioned & clearly labelled cross-sections through portions B and C to this department, indicating encroachments over the 8m setback line, if any. Since cession results in a subdivision of land for road purposes, whatever is ceded is public land for general public use; it therefore may not form part of a parking requirement or exclusive parking for the development. A footway must be provided.
   b) 90 degree bays are not desirable as it sterilises on-street parking opportunities on the opposite side of the road

3. **Rezoning**
   No objection, A DC is probable with the intensifying of uses
   Please provide the square areas of the current individual uses; also state whether these uses are approved / permitted. Please also provide a table of the new uses with areas/ GLA, in order for the DC to be calculated.
   The DC will be payable prior to submission of building plans / Human settlements to apply for grants in this regard if necessary

4. **Departure: street setback**
   To be assessed once cession is determined.

5. Access, parking and loading to be to the satisfaction of TIA & DC.

6. Carriageway crossings to be dimensioned

7. Please clarify whether access is being taken off Voortrekker Road as shown on 3D images

8. Engineering drawings / layout drawings of the road and stormwater infrastructure to be provided for comment (none included on the case)

9. That all stormwater run-off be managed in accordance with an approved stormwater management plan and the management plan conform to the overall master planning of the area. Further comments to be obtained from Catchment Planning.

10. The maintenance plan for the stormwater which is mentioned in the civil services report to be provided to this office for a comment

11. A comprehensive traffic accommodation plan for the construction phases be approved by the relevant departments within Council prior to commencement of any works and the cost of accommodating traffic be for the developer's cost.

12. That the developer be responsible for the reinstatement of all damaged municipal infrastructure after completion of the construction work to full municipal standards.

13. That the owner/developer be responsible for all costs incurred in respect of the upgrading, extension, deviation, connection or removal of any engineering services arising from the development.

14. That the conditions of the Provisional Administration: Western Cape (Department of Transport) be adhered to.

Yours faithfully

Marissa Adams

For DIRECTOR: ASSET MANAGEMENT AND MAINTENANCE
TRANSPORT AND URBAN DEVELOPMENT AUTHORITY

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CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

ENERGY DIRECTORATE

Xavier Rosenberg
Principal Technician

T: 021 444 2181 **F:** 021 444 2213 **M:** 083 2344681
E: xavier.rosenberg@capetown.gov.za
Your Ref: 70414342

2018-10-29

To: DIRECTOR: PROPERTY MANAGEMENT
ATTENTION: ANDY MVINJELWA

APPLICATION FOR CONSOLIDATION & BUILDING PLAN APPROVAL: ERF 15294, 13 BROMWELL STREET, SALT RIVER

Electricity Generation and Distribution approves this application under the following conditions.

1. Any alterations or deviations to electricity services necessary as a consequence of the proposal, or requested by the applicant, will be carried out at the applicant's cost.
2. All points of supply shall be consolidated to a single supply per consolidated erf.
3. All metering equipment shall be accommodated in a location directly accessible from public road, i.e. on the erf boundary adjacent to the road reserve and at street level, subject to departmental requirements. Metering requirements must be resolved in consultation with the Electricity Services Department, prior to commencing construction.
4. In accordance with policy and tariffs approved by Council, a development capital tariff, as published in the standard tariffs, shall be paid before clearance of the subdivision will be granted.
5. A quote for the Shared-Network Charge and connection fee, as well as conditions of supply, will be provided upon formal application. Such application must be submitted prior to application for Section 31 clearance.
6. Depending on the power requirement, a substation may be required. The substation shall be directly accessible from public road, i.e. on the erf boundary adjacent to the road reserve, at street level and free from any traversing services, subject to departmental requirements. Depending on requirements this can take the form of any combination of the following:

   - outdoor substation on 5 m x 4 m site;
   - outdoor substation on 6 m x 4 m site;
   - substation buildings on 20 m x 14 m site
   - substation contained within the building (dimensions to be determined

   Subdivision of such substation site will be required.
7. The property owner is required to include in the development measures to improve energy efficiency to reduce the consumption of electricity.
   Owners will have to conform to any conservation and/or rationing programme or scheme introduced adopted or implemented by a sphere of government or relevant

regulating body by reducing their electricity consumption as required in terms of such programme or scheme.

Installations with a new or upgraded authorised capacity of more than 100 kVA will have to meet certain energy efficiency requirements. These requirements are subject to change. A set of applicable requirements will be made available as part of the quotation process.

8. If the applicant requires the installation of standby or renewable energy generation, separate application shall be made to the Electricity Services Department beforehand.

9. Enquiries regarding Electricity Generation and Distribution Departments' comments may be directed to Xavier Rosenberg at xavier.rosenberg@capetown.gov.za or 021 444 2181.

Yours faithfully

Pp DIRECTOR: ELECTRICITY GENERATION AND DISTRIBUTION

TDA
CAPE TOWN
The City of Cape Town's Transport and Urban Development Authority

Media City
Cnr Adderley Street Hertzog Blvd
Cape Town 8001
P O Box 4518 , Cape Town 8000
Ask for: MM Williamson

Tel: 021 400 6423

Media City
Maluna ne Adderley na Hertzog Blvd
iKapa 8001
P O Box 4518 , Cape Town 8000
Cela: Mnu MM Williamson

Umnxeba: 021 400 6423

Media City
h/v Adderley Straat en Herzog Blvd
Kaapstad 8001
Posbus 4518 , Kaapstad 8000
Vra vir: Mnr MM Williamson

Tel: 021 400 6423

E-mail: Maruwaan.Williamson@capetown.gov.za

Memorandum

To: EES - Plan/Build Dev

Attention: Paul Heydenrych

From: MM Williamson – TIA & Development Control

Date: 23 October 2018

CASE ID 70414342, ERF 15294 SALT RIVER HOUSING DEVELOPMENT, SALT RIVER

The above internally circulated application has reference.

The proposed development will be located at the Salt River Market which is adjacent to the Salt River Circle. The proposed development will consist of 780 residential units (340 social units & 440 market units) with 4615m² GLA retail space including an open market.

The proposed development is located in PT2 zone which requires zero parking, however 286 parking bays will be provided. This development is located in area which well served with public transport along Voortrekker Road, Salt River Road, Albert Road and Salt River Rail Station. Good NMT facilities are also provided along these roads.

Vehicle access to the proposed development will be located at Strand Street via Mills Street and Foundary Road. Traffic along the surrounding road network is expected to increase in the PM peak. The anticipated traffic volumes from the development will be low as the site is well served with Public Transport and NMT facilities which are compliant with TOD policies.

Transport has no objection to the proposed development subject to the following conditions:

1. Splays must be provided at intersections/accesses and that sight triangles be achieved, free of obstructions (landscaping, electrical-/telecommunication etc.).
2. Detailed Engineer's Design drawings must be submitted prior to building plan submission to assess all Geometric Requirements.

3. Detailed service plans of all services (access layout, traffic circulation, parking, refuse, civil services, etc) to be submitted for Council approval prior to commencement of any works and that all municipal services must comply with the "*Minimum Standards of Civil Engineering Services in Townships*" document.

Regards
MM WILLIAMSON
TIA & DEVELOPMENT CONTROL
TDA – CENTRAL REGION

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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HEALTH DEPT
ENVIRONMENTAL HEALTH

Verity Carstens
Senior Environmental Health Practitioner

T: 021 400 6512 F: 021 4194694
E: verity.carstens@capetown.gov.za

INTERNAL CIRCULATION

TO: THE BUILDING CONTROL OFFICER DEPT:PLANNING & BUILDING DEVELOPMENT MANAGEMENT	**FROM:** CITY HEALTH ENVIRONMENTAL HEALTH
CASE ID : 70414342	**DATE:** 18/10/2018
FOR ATT: STRATEGY &PLANNING	**ERF NO**

LUMS APPLICATION: MIXED USE DEVELOPMENT- 13 BROMWELL STREET; SALT RIVER

COMMENT:

This department has no objection to the approval of this application subject to:

1. Submission and approval of the relevant Building Plans at which time additional requirements may be called for.
2. Businesses' serving/preparing meals must comply with the Businesses Act 71 of 1991 by applying for the relevant Business License (Sale or Supply of Meals) with the City of Cape Town's Environmental Health Office. Media City Building, 2nd Floor, Hertzog Boulevard, Cape Town; Contact no: 021 4006513.
3. Businesses providing entertainment (DJ/Nightclub/Live entertainment/Theatre) or more than three Devices/Snooker/Billiard Tables/ Spa/Sauna/Massage be provided the applicant is to apply or be for the appropriate Health and Entertainment license in terms of the Businesses Act 71 of 1991. This application is to be made with the City of Cape Town's Environmental Health Office. Media City Building, 2nd Floor, Hertzog Boulevard, Cape Town; Contact no: 021 4006513.
4. All ECDS must apply for a Health clearance certificate with the City of Cape Town's Maitland Environmental Health Office. Contact no: 021 444 1718. Applicants are to register with Social Welfare as an ECD.

V. Carstens
Senior Environmental Health Practitioner

For the: DIRECTOR-CITY HEALTH

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CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

SOCIAL SERVICES
RECREATION AND PARKS

CYTHNA MINNAAR
Senior Professional Officer: Area 1

T: 021 444 1419 F: not avail.
E: cythna.minnaar@capetown.gov.za

MEMORANDUM

DATE: 26 October 2018

TO: P. Heydenrych : TDA – Development Management

SUBJECT: Proposed consolidation, subdivision, rezoning and various regulation departures in respect of Erven 10559, 10560, 10620, 10621, 15291, 15292, 15293, 15294, 10561, 10562, 10619 and 176308, Salt River (DAMS Case ID: **70414342**)

The above application refers.

Application proposal includes the following:

- Consolidation of the above mentioned erven in order to rationalise the cadastral boundaries,
- Subdivision of the consolidated property into three portions namely: Portion A measuring 13 625m²; Portion B measuring 447m² and Portion C measuring 115m²,
- Proposed rezoning of the newly created Portion A to Mixed Use 3 (MU3), Portion B and C to Transport Zone 2 (TR2),
- Various departure proposals that relate to setback on different floor levels.

The City of Cape Town identified approximately 11 city owned properties in Woodstock, Salt River and Zonnebloem, which are considered appropriate for the development of mixed use purposes. The redevelopment of these sites will include the provision of mixed income affordable housing. Please note that, in response to the above, Social Services compiled a Social Services Facility Audit Report in order to determine any shortages i.t.o of social facility provision in the Woodstock/Salt River area. The audit found that while the area is sufficiently served in terms of the current population density, new residential developments will require an in-depth analysis of the social services provision and capacity to serve the additional residents.

Open Space provision, greening and social facilities: The development proposal makes provision for approximately 723 residential opportunities as well as business uses and space for informal trading. Inconsistency in terms of the number proposed residential opportunities was noted as Section 6.4 of the motivation, refers to the provision of 664 residential opportunities; however the total number of units reflected on the layout plans adds up to 723 units. The applicant should clarify the correct number of units that form part of this development proposal.

From the information provided it is evident that very little green/soft recreational space has been provided as part of this development. The open market/informal trading area will be an entirely hardened area with minimal tree planting. This arrangement is not considered desirable as it creates a harsh environment and contributes toward the heat island effect.

In terms of the 2011 census, the average household in the Salt River area consists of approximately 4 people. The CSIR guidelines (2014) calls for the provision of approximately 3.5m² open space per person. Based on the assumption that 723 is the correct number of units, approximately 1.1ha of informal recreational open space should be provided as part of the redevelopment of the site. The motivation is almost entirely silent regarding the provision of open space, or in this case – the lack thereof. The image on the right highlights approximately 1.5km radius from the subject property. From this it is evident that open space provision in the immediate vicinity is limited. Considering the anticipated number of new residents, provision of accessible open space should not be neglected.

Section 4.4.2 briefly mentions that the area is well served in respect of schools, police station, community halls, post office as well as recreational and open space. It is unclear what this statement is based on as no analysis is provided in this regard. Section 6.3 of the motivation indicates that a library and community hall is included as part of the proposed uses. The motivational reports lack information around exactly how the existing community hall will be affected by this proposal? The applicant has also failed to provide an assessment around the ability of the existing community facility to cater for the additional residents.

Table Bay District Plan (Sub-District 3: TRUP/Salt River/Observatory/Paarden Eiland):
The principle of this proposal generally aligns with the spatial development objectives listed in the Table Bay District Plan relating to this specific site, which suggests:

- The upgrading of the Salt River market and improve the pedestrian environment,
- Improve the visual and physical connection of Salt River market to lower Voortrekker Road and investigate upgrade opportunities in order to integrate the site with activities along Albert Road,
- Improve the pedestrian connection between Salt River market and the railway station,
- Rationalise the open space system where appropriate,
- Prevent deterioration of the natural environment as a result of over-development.

Densification Policy:
While this development is generally consistent with the Densification Policy, this office is not convinced that appropriate consideration has been given to the sufficient provision of open space to cater for the additional residents, resulting from this densification proposal.

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Climate change policy:
Principles outlined in this policy, which should be taken into consideration with development applications of all scales, are as follow:

- Factor in long term and cross sectoral impact and benefits in planning and decision-making,
- Improve resilience and reduce vulnerability,
- Promote a lower carbon approach,
- Support well-functioning ecosystem that enable service delivery and reduce risk,
- Promote socio-economic benefits and their equitable distribution,
- Ensure climate comparative urban design and infrastructure development and maintenance,
- Promote and support behaviour change in all citizen.

The development proposal partially responds to principles of this policy, however, aspects such as energy and resource efficiency, greening etc. appears not to have been addressed. The applicant should provide information around what measures will be implemented (as part of this development), which would ensure the sustainable use of our limited resources. The directive with regard to the promotion of urban greening also needs to be addressed as this helps improve environmental quality and reduce negative climatic impacts of urban heat islands.

Recommendation:

This office ***does not support*** the development proposal in its current form due to the lack of information around the matters discussed above.

1. The applicant is required to provide a detailed analysis with regard to open space (both formal and informal) provision i.r.o the additional residents, discuss the capacity of existing social services (i.e. community hall, library, clinics, formal sporting facilities etc.) to cater for the additional demand, discuss how the development proposal will affect the existing community hall etc. Note that this analysis should be done in accordance with norms and standards adopted by the Council.

   Once the above information has been provided, additional input from the Social Services Directorate may be obtained by this office.

2. A Landscape Master Plan shall be prepared and submitted as part of this development proposal. Such plan must address open space provision, tree planting, differentiate between the functionality of the various spaces (i.e. hard/soft spaces; active/passive spaces; public/private space), maintenance responsibilities, implementation arrangement, specification regarding alternative water sources etc.

Further comment will be provided once the outstanding information is provided. The applicant is encouraged to contact this office, should they wish to discuss the above comment or require any clarity in the above regard.

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Yours Faithfully,

.....

C. Minnaar
For: **Director: Recreation and Parks**

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CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

SOLID WASTE MANAGEMENT: COLLECTIONS
DEPARTMENT: RESEARCH AND DEVELOPMENT

Chantel Erlank
Administrative Officer I

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E: chantel.erlank@capetown.gov.za

Application Number/Case Number: 70414342
Reference Number:

Date:	11 October 2018
Subject:	**PLANNING AND BUILDING DEVELOPMENT MANAGEMENT**
Attention:	Shanine Julius

Application for Rezoning, Departure, Subdivision, Consolidation, Consent and City Approval for Erf 15294, Salt River is Supported by the Director: Solid Waste Management (DSWM) Subject to the findings of the Out Come of a Site Visit where Necessary or Subject to the Following Conditions Listed Below:

PLEASE NOTE: ALL RESIDENTIAL DEVELOPMENTS MUST MAKE USE OF THE CITY OF CAPE TOWN: SOLID WASTE MANAGEMENT – REFUSE REMOVAL SERVICES

The City of Cape Town: Solid Waste Management Department has **NO OBJECTION** to the Proposed Application.

When an Erf/Property is subdivided into multiple individual portions, the development on each portion will be considered a separate unit, which as a condition of approval will required its own refuse storage facility.

Should the Proposed Vacant Plot be utilized for a Residential Development (sectional title or cluster development/secured complexes/flats) or Shopping Mall/Complex/Centre or Office Complexes, Factories or Warehousing then a Refuse Room should be considered.

Please Refer to **Paragraph A: U1 – Provision of Areas and U2 – Access to Areas** listed below referring to Conditions for Removal form Private Property to enable refuse removal services. Please refer to Standards and Guidelines for the construction of a Refuse Storage Area / Room.

Please Refer to **Paragraph B (1) – Single Residential / Rural Units** – Access from Public Roads. Please refer to the attached Minimum Requirements for Vehicular Access and the Turning Shunts for Vehicles.

Please Refer to **Paragraph B (2)** – Where the Internal Roads are Developed as Private Roads and the Development is designed for the purpose as Private Residential Town House Complexes, a Refuse Room with an Embayment for Refuse Vehicles will have to be provided. Please refer to the attached requirements for refuse storage areas.

A. STANDARD BUILDING REGULATIONS: CONDITIONS FOR REMOVAL / COLLECTION OF REFUSE
Applicable to sectional title or cluster development, secured complexes, flat complex, shopping mall/centre (retail) or office complexes, factories and warehousing.
U1- PROVISION OF AREAS
Any building, excluding a dwelling house, in which refuse will be generated, shall be provided with an adequate centralised refuse room (which comply with the attached standards and guidelines for refuse storage areas). That the refuse room be provided in a position nearest to an access road (public road) and be accessible for the Council's refuse collection vehicles at all times as this vehicle and/ its crew members (Council staff) will not enter onto private property. Premises such as Places of Worship (churches, mosques and temples) ***DO NOT*** require a Refuse Storage Room, **HOWEVER** if the complex is Large with Function Halls and Large Volumes of Waste is generated or the Vacant Land is ear marked for (depending on the land

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use/zoning status) then a Refuse Room **SHOULD** be considered at the discretion of the Director: Solid Waste Management.

Should there be an existing Refuse Area in use to accommodate the changes, alterations or additions to the building for the storage of bins, then this Area should be Utilised for any additional bins required for this Development or Provision should be made for added space.

U2 – ACCESS TO AREA

Council's Refuse Collection Vehicles or its staff will **NOT ENTER PRIVATE PROPERTY/PRIVATE ROADS**, therefore the Removal of Domestic Solid Waste is effected from the Kerbside (*sidewalk*) of a Public Street. The location of any area contemplated in regulation U1 shall be of such access thereto from any street for the purpose of removing the refuse is of the satisfaction of the local authority.

B. MINIMUM REQUIREMENTS FOR SINGLE RESIDENTIAL/RURAL UNITS – ACCESS FROM PUBLIC ROADS

1) **Council Departmental or Contracted Waste Collection Teams will NOT Enter Private Property;** therefore the removal of Domestic Solid Waste (General Waste) is effected from the kerbside (sidewalk) of a public street. Residential units located near mountain areas or areas frequented by baboons will be issued with Lockable 240 L Wheelie Bin for the storage of waste at an additional cost as determined by the Solid Waste Management. The owner/tenant will have to place the refuse bins on the sidewalk (kerbside) of a Public Street on the scheduled day of Refuse Collection. In some instances a hardened washable surface, in the road reserve, must be provided for bins depending on the number of units situated in a cull-de-sacks that exceeds 20 metres and that does not have direct access for Refuse Collection Vehicles or Flat Units that have no ground floor Storage Facilities for the tenants located on an upper level in the building. **Please refer to the attached minimum requirements for vehicular access.**

2) Where the Internal Roads are Developed as Private Roads and the Development is designed for the purpose as Private Residential Town House Complexes, a Refuse Room with an Embayment for Refuse Vehicles will have to be provided. **Please refer to the attached requirements for refuse storage areas.**

Yours Faithfully,

Chantel Erlank
For The: Director: Solid Waste Management

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CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

SOLID WASTE MANAGEMENT: COLLECTIONS
DEPARTMENT: RESEARCH AND DEVELOPMENT

Chantel Erlank
Administrative Officer I

T: +27 21 400 5576 F: +27 86 576 2197
E: chantel.erlank@capetown.gov.za

Date:	11 October 2018
Attention:	**DEVELOPERS, PROJECT MANAGERS, ARCHITECTS, ENGINEERS, DESIGNERS, OWNERS, BUILDERS / CONTRACTORS ETC.**

WASTE / RECYCLING STORAGE AREA / ROOMS: STANDARDS AND GUIDELINES

GENERAL

A minimum of one (1) single centralised waste/recycling area/room is required for each completed development. The only exception is in the case of a single residential dwelling, where a waste storage area is not required.

Where a combination of Industrial, Warehousing and Mini-Factories are situated on a single Erf/Property, and the layout of same allows for such, only a single centralised and shared waste/recycling area (for existing properties) / room (new proposed developments) is required. **However, when an Erf/Property is subdivided into multiple individual portions, the development on each portion will be considered a separate unit, which as a condition of approval will required its own refuse storage facility.**

LOCATION

Neither Council's Department nor Contracted Waste Collections Teams will enter private roads or properties. Provision of communal waste/recycling storage area/room will have to be provided at the entrance to or next to the nearest public road reserve adjacent to said developments. Developers must adequately provide for the required waste storage area on private property and an integrated waste management plan for the proposed development where possible. Permission for a waste storage area will not be allowed next to higher order roads (roads carrying larger volume of traffic) or where traffic flows or traffic sight lines are affected unless a suitable loading bay dedicated for servicing the waste/recycling storage area/rooms in provided at cost of the Developer.

Council's integrated Waste Management Policy (IWMP) requires that stored waste should not be visible from a street or a public place. Suitable screen walls may be required in certain instances.

Waste/recycling storage area/rooms should be designed to incorporate adequate security to ensure access is denied to unauthorised person.

SIZE

The Developer must ensure that the waste/recycling area/room shall be large enough to store all refuse produced on the Erf / Property, including all material intended for recycling.

The size of the waste/recycling storage area/room depends on the rate of refuse generated and the frequency of the collection service. Please note that council currently only provides a separate dry waste (recyclables) collection service in a few suburbs and which is furthermore limited to residential properties. Developers must therefore provide council with sufficient detail on planned recycling service mechanisms. In the event of a strike or major unplanned events council's collection service can be disrupted for up to

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two (2) weeks, hence it is recommended that for design purposes sufficient space be made available to store two week's refuse on site.

Developers must not only design for current needs, but also plan for either future expansion on the site and or higher waste generation by tenant's and ensure sufficiently large waste storage areas are demarcated.

Council currently only provides a containerised collection service and developers must ensure that waste storage area/rooms are designed to cater for these wheeled Containers.

DESIGN DIMENSION

1. **240 L CONTAINER (WHEELIE BIN)**
   a. Dimension: 585 mm x 730 mm x 1100 mm
   b. Floor area per container: 1.106 m²

2. **FLATS AND TOWN HOUSES**
   a. A minimum of 50 litres of containerised storage capacity per person, working or living in the premises, is to be provided at a "once a week" collection frequency.

DETAILED SPECIFICATIONS

1. **FLOOR**
   a. The floor shall be concrete, screened to a smooth surface and rounded to a minimum height of 75 mm around the perimeter.
   b. The floor should be finished with a curing agent or washable high gloss floor paint, or alternatively, tiled with durable enamel tiles.
   c. The floor shall be graded and constructed to drain into a 100 mm floor trap.

2. **WALLS AND ROOF**
   a. To provide adequate protection from the elements and to prevent ingress of rainwater, the whole waste/recycling storage area/room shall be walled and roofed.
   b. Walls shall be constructed of brick, concrete or similar. The external finishing must blend in with the material, colour scheme and architecture of the main buildings.
   c. Internal plastered walls shall be painted with washable light colour high gloss enamel, or alternatively, tiled with durable enamel tiles of a light colour.
   d. The minimum free clearance height (floor to ceiling) of the waste/recycling storage area/room shall be a minimum of 2.1 metres

3. **VENTILATION AND LIGHTING**
   a. Adequate artificial lighting is required in the waste/recycling storage area/room.
   b. The waste/recycling storage area/room shall be fitted with solid hardwood, lockable external door/s of which the lower 150 mm should have protected sheet metal on the outside. Each door shall be fitted with an efficient self-closing device.
   c. The door and louvers shall be separated at least 3 metres from any door or window of a habitable room.
   d. Adequate natural ventilation must be provided by means of fixed louvers.

4. **WATER SUPPLY AND DRAINAGE**
   a. A minimum standard hose connection with tap of no less that 12 mm diameter shall be provided in the waste/recycling storage area/room for the regular washing of the floor, walls and containers.
   b. The floor should be drained towards a 100 mm floor trap linked to a drainage pipe discharging to a sewer gully outside the building.
   c. A grease trap/gully is required in terms of the Water Services Directorate.

5. **ACCESS**

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a. The removal of solid waste is only effected from the kerbside of a public street and not from entering a private property.
b. The recommended location of a communal waste/recycling storage areas/rooms on private property is immediate adjacent to the nearest public road reserve.
c. Should the waste/recycling storage area/room be located at a level different the level of the street entrance to the property, access ramps are to be provided at a maximum permissible gradient of 1:7.
d. Stairs are not allowed.
e. Refuse containers are to be kept away from all Emergency Exits as well as Fire Escape.

6. BAYS ON PUBLIC STREET

a. Permission for a waste/recycling storage area/room will not be allowed next to higher order roads (roads carrying larger volume of traffic) or where traffic flows or traffic sight lines are affected unless a suitable loading bay dedicated by servicing the waste/recycling storage area/room is provided at cost of the Developer.
b. The minimum requirement is a fully constructed bay with minimum dimensions of 10.5 m x 2.5 m plus (+) 45 degree splays on either side to allow for entrance from and exit on the public street.
c. Arrangements need to be made with the Council's Roads branch for the construction of the bay. (Please note that the Developer will additionally be responsible for any relocation of services)
d. Depending on the circumstances and subject to specific instruction from council, the Developer shall provide a hardened surface in the road for temporary placement of bins.

7. COMPACTION EQUIPMENT

a. Council currently only provides a containerised service to formal properties.
b. A separate dry waste (recyclables) collection service is provided in a few suburbs and which again is limited to residential properties.
c. Developers must provide council with sufficient detail on planned refuse collection and recycling service mechanisms.
d. Any containers or compaction equipment planned to be acquired by the Developer must be approved by the Director: Solid Waste. This is to ensure compatibility with the servicing equipment and lifting attachments of council, its contracted service providers or other private operators.

8. APPORVAL BY COUNCIL

a. General building plans for all new developments and where refuse collection services will be affected, must include detail on the waste/recycling storage area/rooms and service mechanisms.
b. This shall be provided irrespective of whether the Erf/Property is currently serviced by Council or its contractors.
c. These plans must be submitted for approval by the Director: Solid Waste prior to construction.
d. Approval will be subject to complying with abovementioned conditions and specifications.

CHANTEL ERLANK
for the
DIRECTOR: SOLID WASTE MANAGEMENT

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CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

SOLID WASTE MANAGEMENT: COLLECTIONS
DEPARTMENT: RESEARCH AND DEVELOPMENT

Chantel Erlank
Administrative Officer 1

T: +27 21 400 5576 F: +27 86 576 2197
E: chantel.erlank@capetown.gov.za

Date:	11 October 2018
Attention:	**DEVELOPERS, PROJECT MANAGERS, ARCHITECTS, ENGINEERS, DESIGNERS, OWNERS, BUILDERS / CONTRACTORS ETC.**

NEW DEVELOPMENTS: MINIMUM REQUIREMENTS FOR VEHICLE ACCESS/WASTE COLLECTIONS

1. Access shall be provided in such a way that collection vehicles can complete the Waste collection beats with a **continuous forward movement.**

2. Council's departmental or contracted waste collection teams will not **enter private property;** therefore the removal of Solid Waste is effected from the kerbside of a public street. The owners/tenants are required to place refuse bins on the sidewalks of a public street on scheduled day of refuse collection. With the development of residential units the maximum carrying distance cannot be achieved a turning area for refuse vehicles must be provided in accordance with the attached standard requirements listed below or the attached sketch drawings as guidelines for refuse vehicles.

3. Access shall be provided with a **minimum travelable surface** of **five (5) metres** width.

4. **Minimum corner radii** shall be **five (5) metres.**

5. **Maximum Depth of cul-de-sac radius** shall be 20 metres or 3 Erven, whichever is the lesser. Where this requirement is exceeded, it will be necessary to construct a minimum turning circle, as below or alternatively- a **turning shunt with at least 22 metres in diameter.** With respect to the latter, on street parking is too prohibited by way of **"RED LINES"** painted on the road surface as well as **"NO PARKING"** signboards, as a single parked vehicle can render these latter circles and shunts useless.

6. **Minimum turning circles radius** shall be eleven (11) meters to the centre of the vehicle.

7. Road foundation shall be designed to carry **a Single Axle Load of Eight Thousand Two Hundred (8200) kilogrammes.**

8. Depending on the circumstances and subject to specific instruction from Council, the developer shall provide a hardened surface in the road reserve for temporary placement of bins.

9. Further to above Waste/Recycling storage areas/rooms are to be provided for all other sectional title or cluster development, secured complexes, flat complex, shopping centres (retail), office complexes, factories and warehousing. The size of which will be determined in accordance with the minimum requirements as specified by Solid Waste Collection Branch. See Separate Memorandum.

CHANTEL ERLANK
for the
DIRECTOR: SOLID WASTE MANAGEMENT

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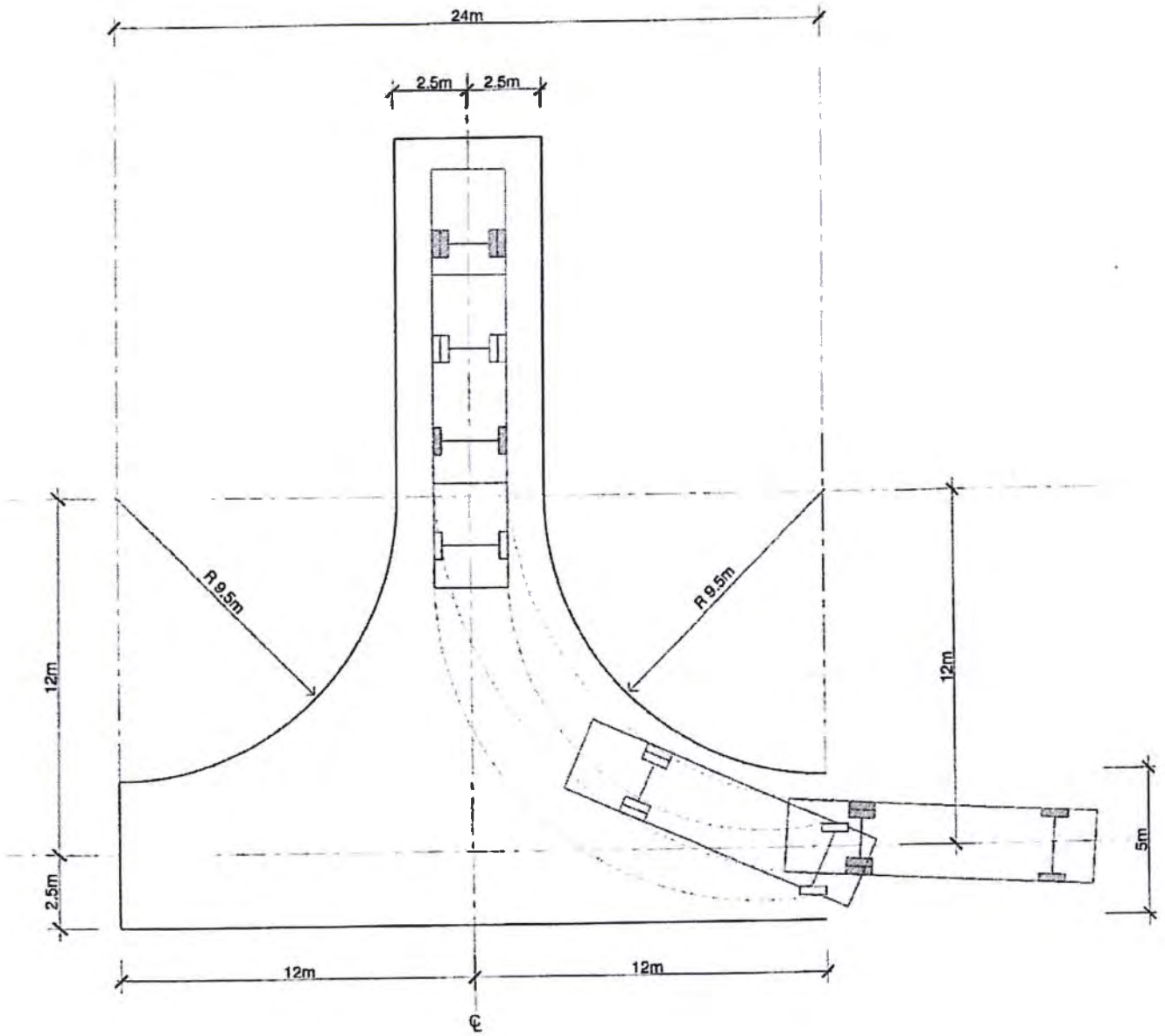
NEW DEVELOPMENT REQUIREMENT FOR REFUSE COLLECTIONS

TURNING SHUNT

ON STREET PARKING TO BE PROHIBITED BY WAY OF " RED LINES " PAINTED ON ROAD SURFACE AS WELL AS " NO PARKING " SIGNBOARDS.



5m ROAD WIDTH (9.5m RADIUS)
SCALE 1 : 200

Internal Branch Comments: 1367

1. CHE City Health

Reason for alternative: Support Application

Env.Health supports this application subject to compliance with the conditions of approval attached.
V. Norfolk

2. ELS Electrical Services

Reason for alternative: Support Application

see attached conditions

X Rosenber and S Swartlan

3. FAR Fire and Rescue Services

Reason for alternative: Support Application

Supported

R Siebrits and L Nisbet

4. SPD Urban Design (SPUD)

Reason for alternative: Support Application

Pls see comment attached.

Kind regards
Liezel Kruger-Fountain

5. SWM Solid Waste

Reason for alternative: Support Application

The City of Cape Town: Solid Waste Management Department has NO OBJECTION to the Proposed Application

C Erlank and T Mandindi

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Annexure

I

Applicant's response to objections / comments received

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JONO TRUST

town & urban planning environmental design project facilitation

130 Forest Drive, Pinelands, 7405, P.O. Box 706 Howard Place, 7450
Tel: 079 585 4361; Fax: 086 560 9000; Email: planning@jonotrust.co.za

Our ref: 17.144/Lt18-120-24_Salt River Market response to comments

4 December 2018

City of Cape Town
Planning & Building Development Management
2nd Floor Media City
Corner Hertzog Boulevard &Heerengracht
Cape Town

Attention: Mr P Heydenrych

Dear Paul

Application Number: **70414342**

PROPOSED CITY APPROVAL IN TERMS OF THE DEVELOPMENT MANAGEMENT SCHEME, REZONING, CONSOLIDATION AND DEPARTURES IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BYLAW: ERVEN 10559, 10560, 10561, 10562, REMAINDER ERF 10619, 10620 CAPE TOWN AT WOODSTOCK, ERVEN 10621, 15291, 15292, 15293, 15294, 176308 (A PORTION OF ERF 15201) CAPE TOWN AT SALT RIVER, CORNER OF BROMWELL STREET AND VOORTREKKER ROAD, "SALT RIVER MARKET HOUSING" : RESPONSE TO COMMENTS

In your letter dated the 14th of November 2018, you requested our written responses to comments / objections for the above-mentioned application. Please accept our responses for inclusion into your departmental assessment and report.

1.0 Application Summary

We submitted a suite of land use applications for Erven 10559, 10560, 10561, 10562, Remainder Erf 10619, 10620, 10621, 15291, 15292, 15293, 15294, 176308 (A portion of Erf 15201) Cape Town that included:

- An application to consolidate the individual properties;
- An application to rezone the consolidated property from Open Space Zone 2, Transport Zone 2 and Mixed Use Subzone 2 to Mixed Use Subzone 3. We emphasised that the MU3 subzone was due to a technical requirement of the DMS to accommodate a 3,7m height above the MU2 maximum height threshold;
- An application for consent to permit informal trading in the open market area on the ground floor;
- An application to depart from the setback requirements of the DMS to permit the 10th storey to be situated 0,2m from the northern common boundary instead of 2,5m (Item 64(c)(i));
- An application to permit a carriageway crossing to be 42.5m wide in lieu of 8m wide to allow for street parking on Bromwell Street (Item 140(2)(c));
- An application to permit a carriageway crossing to be 28.8m wide in lieu of 8m wide to allow for street parking on Bromwell Street (Item 140(2)(c));
- An application to permit a carriageway crossing to be 13.8m wide in lieu of 8m wide to allow vehicular access from Foundary Road (Item 140(2)(c)); and

- An application to permit vehicles to leave the site (parking bays) by reversing into Bromwell Street (Item 141(1)(b)).

The development proposals were supported by the following documents that accompanied the planning the application report:

- Urban Design Study by Ruben Reddy Architects;
- Heritage Impact Assessment by Bridget O'Donoghue;
- Traffic Impact Statement by Trafficon; and
- Civil Engineering Report by de Villiers and Sheard Engineers.

The development proposals, application report and supporting documents was the result of a process of engagements with city departments (including spatial planning, urban design, heritage resource management and land use management) and key neighbours (Metrorail, Transnet and PRASA Cres). Metrorail's letter of support was previously submitted to your office.

During the public participation period, Communicare held an information sharing meeting with the Woodstock Ratepayers Association. This informal engagement was held on the 6th of November 2018.

2.0 PUBLIC AND DEPARTMENT COMMENT PROCESS

After submitting the suite of applications in July 2018, the process entered a period of clarifying our applications. We also provided additional information that your department required. The applications were then advertised for public comment:

- Registered letters were posted to interested and affected parties in the week of the 8th of October;
- Notices were placed in the Cape Argus on the 12th of October 2018; and
- Notices were erected on site on the 11th of October 2018.

The public comment period started on 12th October 2018 and closed on the 12th of November 2018. We understand that the applications were also circulated to internal city departments for comment.

2.1 Public Comments Received

Three submissions were made during the public comment phase:

- Comment: The South African Academy for Young Leaders (Raneah Carr);
- Comment: The Market Deli (Raneah Carr); and
- Objection: Woodstock Ratepayers Association.

We note that The South African Academy for Young Leaders and The Market Deli's submissions were requests to be accommodated in the proposed development. These are comments rather than objections.

The Woodstock Ratepayers Association is the only organisation that opposed the development proposals.

2.2 City Department Comments Received

Your letter also included comments from the following departments:

- No objection: TDA: Asset Management and Maintenance (Marissa Adams)
- No objection: Energy Directorate – Electricity Generation and Distribution (Xavier Rosenberg)

- No objection: TDA: Transport Impact Assessment and Development Control (Maruwaan Williamson)
- No objection: TDA: Urban Investment Portfolio: Urban Integration – Urban Design (Liesel Kruger Fountain)
- No objection: Environmental Health (Verity Carstens)
- No objection: Solid Waste (Chantel Erlank)
- Objection: City Parks and Recreation (Cythna Minaar)

We respond to these comments and objection below.

3.0 RESPONSE TO PUBLIC COMMENTS

Our response to the public comments received are tabled below:

	Issues Raised	Applicant's response
3.1	**South African Academy for Young Leaders & The Market Deli (Raneah Carr)**	
a	These respondents submitted the same letter, which does not oppose the development proposals. Instead, they note that in new developments, rentals generally become unfavourable to non-profit entities. They therefore request that the City of Cape Town and its development partner favourably considers the accommodation and assistance in the further enhancement of' The Market Deli, the Legal Café; The SAAYL and its various programmes within this new proposed housing development.	The City's Request for Proposals issued on the 12th of November 2012 stated in Section 7.1 that: "The existing tenants detailed in 6.2.2 above must be offered an opportunity to rent an equivalent quantity of space at market related rental". The South African Academy for Young Leaders and The Market Deli will be offered space in the new development as per the requirements of the City's RFP.
3.2	**Woodstock Ratepayers Association (WRA)**	
a	The Woodstock Residents' Association supports the development of the land for affordable housing by Communicare. The WRA has noted the recent uncertainty concerning the land deal with Communicare, and therefore felt it necessary to lodge an objection. The WRA objects to the consolidation of erven if: • the land is transferred to a party other than Communicare; or • the land is used for a purpose other than to build affordable housing. The WRA objects to the rezoning to MU Subzone 3 due to the design and dimensions of development allowed on the	The WRA appears to misunderstand the principle of spatial sustainability put forward by SPLUMA. SPLUMA Section 7(b)(i-vii) is concerned with well-functioning urban areas and requires the consideration of public administration, impact on prime and unique agricultural land, applying environmental management instruments; the functioning of land markets, the consideration of development costs and the limitation of urban sprawl. The WRA's assertion the development proposals are not in keeping with the elements of the principle of spatial sustainability is confusing, especially when the proposals for Salt River Market: • is being undertaken within the fiscal, institutional and administrative means of both the City of Cape Town and Communicare;

	site The WRA objects to the permanent departure at the 10th storey.	• does not affect prime agricultural land; • Do not trigger any environmental concerns or processes (confirmed by DEA&DP's letter dated 17 January 2018 and attached to the application report); • Introduces a mix of market, GAP and social housing opportunities that will contribute to meeting accommodation requirements of people in a range of income groups; • Were based on a financial model that allows market units to cross-subsidise the operational costs of social housing units; and • Intensifies land use and residential opportunities at a location that is close to a rail station, adjacent to employment, and bus, taxi and My Citi routes.
b	The proposed rezoning is not compliant with the principle of spatial sustainability in terms of the protection of heritage resources as per the Spatial Planning and Land Use Management Act (Act 16 of 2013).	
c	While there are a number of 6- and 7-storey buildings in the area, 8 storeys are an exception and there are no 10-storey buildings anywhere close by. Approving a development of the proposed bulk and height in this area of Salt River is not in keeping with the heritage resources. In terms of buildings, the proposed developments would completely tower over the heritage-protected Salt River Town Hall as well as over the edge of the neighbourhood, which has 1 to 3 storey buildings as its heritage fabric.	The WRA acknowledges that there are taller buildings (6, 7 and 8 storeys) in the area, but fails to acknowledge there is very little difference between how an 8 and 10storey building is perceived from the ground. People's experience of 8 and 10 storeys are the same, because one does not perceive the additional 2 storeys from the adjacent ground levels. The height difference area only evident from a distance, and then, it is in relation to other taller buildings. Even at distance, the 2-storey difference is insignificant, especially when viewed against the backdrop of taller industrial buildings to the north of the railway line. The HIA (Phase 1 and 2 report) supports the development proposals and does not find that the proposed building towers over the Salt River Town Hall. The WRA also does not acknowledge that the Salt River Market proposals to erect a 10-storey building is the result of: • The need to create as many social housing units on this well-located site as possible; • The cross-subsidization that occurs between the market units and social housing units; • The intention to change the way our city grows over time, by intensifying land use at points of high accessibility. We do not agree with the WRA stance that spatial transformation and the need for well-located accommodation is secondary to heritage conservation, especially when the site is not in an HPOZ. The Salt River Market proposals achieves the appropriate balance between the two sometimes competing agendas. The City's Heritage Resources Management department did not offer any opposition to the land use applications

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		during the commenting period. This suggests to us that the development proposals for the Salt River Market site represents an appropriate balance between meeting the needs of the City's inhabitants and heritage conservation.
d	The MU Subzone 3 rezoning also goes against the living heritage of the area which is small closely-knit communities at a neighbourhood level.	The Mixed Use zone already exists in the suburb, flanking Albert Road towards the CBD. GB5, with a similar intensity of development, extends along Albert Road towards Malta Road. The suggestion that the MU3 subzone is at odds with the neighbourhood, is an exaggeration, especially if one understands that: • The basket of uses within a zone that gives the neighbourhood its ambiance; • The application to rezone is not to achieve the tallest and bulkiest building possible under MU3. The application to rezone to MU3 rather than MU2 is only because the proposed height exceeds the MU2 height by 3,7m, even though the proposed bulk (approximately 41733m^2) is less than the bulk permitted under MU2 (approximately 56868m^2) and considerably less than the bulk permitted under MU3 (approximately 85302m^2).
e	The rezoning that would allow 10-storey development is also violating the spatial justice principle: By allowing the height and bulk of a development at the East end of Albert Road, after having allowed the development of the Wex 1 at the road's West end, means that Albert Road could be book-ended by 10-storey developments and there would be no grounds to object to any other commercially developed high-rise apartment blocks in between.	The WRA appears to misunderstand the principle of spatial justice, which is concerned with transforming our city to address the legacy of apartheid. In the Salt River Market case, it is about providing social housing users the opportunity for housing in a well-located place. The WRA uses this principle to argue against the potential for 10 storey high developments that may occur along Albert Road in the future. The WRA is arguing 'precedent', which is not to be considered as a deciding factor. If the WRA insists on arguing precedent, then we suggest that this mixed use, mixed income development, is a positive precedent that should be copied across the City.
f	It is, however, exactly the development of these commercially developed apartment blocks which have caused the kind of gentrification in the area which means that people who grew up in the neighbourhood are being evicted and displaced.	The Salt River Market proposals include a mix of market, GAP and social housing units. This development offers accommodation to people in a range on income bands, which other commercially developed apartment blocks have not been able to achieve. We do not understand the WRA's position here, given the mix of incomes that the Salt River proposals will support.
g	City of Cape Town Municipal Planning By-	The Salt River Market proposals are supported by a series

	Law (2015) The proposed rezoning is not desirable in terms of the scale and design of the development and the impact of the building massing and its impact on heritage If rezoning is permitted, these impacts need to be mitigated by imposing conditions regarding the scale and design of the development.	of specialist studies, which have not indicated that the proposals are 'overbulked': • Urban Design Study by Ruben Reddy Architects; • Heritage Impact Assessment by Bridget O'Donoghue; • Traffic Impact Statement by Trafficon; and • Civil Engineering Report by de Villiers and Sheard Engineers. The City's Urban Design department has also endorsed the development proposals by finding that the proposals are: • Generally aligned with the provisions of the Metropolitan Spatial Development Framework (2018), the Table Bay District Plan (2012) and with the Urban Design Policy (2013). • Generally supportive of the principles of TOD. The Urban Design department finds the 'approach of a more modern typology is acceptable' given that the site is setback from Albert / Voortrekker Roads. More importantly, the application to rezone to MU3 rather than MU2 is only because the proposed height exceeds the MU2 height by 3,7m, even though the proposed bulk (approximately 41733m^2) is less than the bulk permitted under MU2 (approximately 56868m^2) and considerably less than the bulk permitted under MU3 (approximately 85302m^2).
h	The proposal is not aligned with the Cape Town's Municipal Spatial Development Framework (2017-2022) The proposed rezoning and the resulting option to build up to 10 storeys would clash with the unique sense of place and quality of the built form of Woodstock and Salt River and destroy the value of heritage resources, both in terms of building fabric as in terms of lived heritage in the area.	The site is not within the Salt River HPOZ. A Heritage Impact Assessment undertaken by Bridget O'Donoghue, concluded that this is a positive development within Salt River and on this site and that there are a low scale and concentration of culturally significant sites in the immediate site context. The HIA supports the applications and development proposals.
i	The proposal is not aligned with the City of Cape Town's Densification Policy (2012) The proposed rezoning and 10-storey height allowance for the land unit will not enhance the built environment. The argument in the development	The Salt River Market proposals are supported by a series of specialist studies, which have not indicated that the proposals are 'overbulked': • Urban Design Study by Ruben Reddy Architects; • Heritage Impact Assessment by Bridget O'Donoghue; • Traffic Impact Statement by Trafficon; and

	application that 'It helps to provide property investors with a level of certainty regarding areas that will be targeted for various types of densification' is actually an argument against the development application. The UDZ in Woodstock and Salt River has not attracted the kind of property investors that the area needs, i.e. that are prepared to build affordable housing. Instead the City has approved vertically dense developments like Wex 1, the Ironworks, the Woodstock Quarter, and recently the Salt and the development on the Penny Pinchers site none of which are in keeping with the area's fabric. This 'certainty' that densification no matter what will be allowed has been driving gentrification and has made Woodstock and Salt River less diverse. The apartments built in those high rises are completely unsuitable for families and many will be rented out as short-term rentals (like AirBnB) to tourists.	• Civil Engineering Report by de Villiers and Sheard Engineers. The City's Urban Design department has also endorsed the development proposals by finding that the proposals are: • Generally aligned with the provisions of the Metropolitan Spatial Development Framework (2018), the Table Bay District Plan (2012) and with the Urban Design Policy (2013). • Generally supportive of the principles of TOD. The Urban Design department finds the 'approach of a more modern typology is acceptable' given that the site is setback from Albert / Voortrekker Roads. The application to rezone to MU3 rather than MU2 is only because the proposed height exceeds the MU2 height by 3,7m, even though the proposed bulk (approximately 41733m^2) is less than the bulk permitted under MU2 (approximately 56868m^2) and considerably less than the bulk permitted under MU3 (approximately 85302m^2).
j	The proposal is not aligned with the City of Cape Town's Tall Buildings Policy (2012) The proposed development is not informed by the character of the area, which has mainly 1- and 2-storey residential developments and some 6- and 7-storey industrial fabric, with the occasional 8-storey building. A 10-storey development of this size would be completely out of character for the area.	The Tall Building does not apply to this site, since the definition of a tall building in the context of a lower order node, is one where the height is more than 1,5 times the permissible height as specified in the Zoning Scheme Regulations. The permissible height for MU2 is 25m, which suggests that a building would be considered tall if it is higher than 37,5m. The Salt River Market proposals are for a building that is 28,7m tall.
k	We therefore formally request that the application be rejected and be resubmitted once the land has been transferred to Communicare and once there has been a public participation process involving the residents of the neighbourhood to ensure that the development is compatible with the character and heritage resources of the area.	The WRA have indicated that its objection is based on the uncertainty creates by the delayed land transaction between the City and Communicare. The WRA has therefore raised a few points to support the objection. The WRA does not acknowledge the site's strategic location in relation to public transport, its location outside any HPOZ, the need to provide affordable housing in well-located areas, the supporting specialist studies and departmental comments. We therefore reject the WRA's request that the application be refused.

3.0 RESPONSE TO CITY DEPARTMENT COMMENTS

3.1 Asset Management and Maintenance

Nature of comment: No objections.

Conditions: Asset Management and Maintenance lists the following conditions:

	Department's Condition	Applicant's Response
3.1.1	Access, parking and loading to be to the satisfaction of TIA & DC.	Noted.
3.1.2	Carriageway crossings to be dimensioned	Noted.
3.1.3	Please clarify whether access is being taken off Voortrekker Road as shown on 3D images	Access will be taken from Bromwell Street.
3.1.4	Engineering drawings / layout drawings of the road and stormwater infrastructure to be provided for comment (none included on the case).	Noted.
3.1.5	That all stormwater run-off be managed in accordance with an approved stormwater management plan and the management plan conform to the overall master planning of the area. Further comments to be obtained from Catchment Planning.	Noted.
3.1.6	The maintenance plan for the stormwater which is mentioned in the civil services report to be provided to this office for a comment	Noted.
3.1.7	A comprehensive traffic accommodation plan for the construction phases be approved by the relevant departments within Council prior to commencement of any works and the cost of accommodating traffic be for the developer' s cost.	Noted.
3.1.8	That the developer be responsible for the reinstatement of all damaged municipal infrastructure after completion of the construction work to full municipal standards.	Noted.
3.1.9	That the owner/developer be responsible for all costs incurred in respect of the upgrading, extension, deviation, connection or removal of any engineering services arising from the development.	Noted.
3.1.10	That the conditions of the Provisional Administration: Western Cape (Department of Transport) be adhered to.	Noted.

3.2 Electricity Generation and Distribution

Nature of comment: No objections. 1377

Conditions: The department listed the following conditions of approval:

	Department's Condition	Applicant's Response
3.2.1	Any alterations or deviations to electricity services necessary as a consequence of the proposal, or requested by the applicant, will be carried out at the applicant's cost.	Noted.
3.2.2	All points of supply shall be consolidated to a single supply per consolidated erf.	Noted.
3.2.3	All metering equipment shall be accommodated in a location directly accessible from public road, i.e. on the erf boundary adjacent to the road reserve and at street level, subject to departmental requirements. Metering requirements must be resolved in consultation with the Electricity Services Department, prior to commencing construction.	Noted.
3.2.4	In accordance with policy and tariffs approved by Council, a development capital tariff, as published in the standard tariffs, shall be paid before clearance of the subdivision will be granted.	Noted.
3.2.5	A quote for the Shared-Network Charge and connection fee, as well as conditions of supply, will be provided upon formal application. Such application must be submitted prior to application for Section 31 clearance.	Noted.
3.2.7	Depending on the power requirement, a substation may be required. The substation shall be directly accessible from public road, i.e. on the erf boundary adjacent to the road reserve, at street level and free from any traversing services, subject to departmental requirements. Depending on requirements this can take the form of any combination of the following: • outdoor substation on 5 m x 4 m site; • outdoor substation on 6 m x 4 m site; • substation buildings on 20 m x 14 m site • substation contained within the building (dimensions to be determined). Subdivision of such substation site will be required.	Noted.
3.2.8	The property owner is required to include in the development measures to improve energy efficiency to reduce the consumption of electricity.	Noted.
3.2.9	Owners will have to conform to any conservation and/or rationing programme or scheme introduced adopted or implemented by a	Noted.

	sphere of government or relevant regulating body by reducing their electricity consumption as required in terms of such programme or scheme.	
3.2.10	Installations with a new or upgraded authorised capacity of more than 100 kV A will have to meet certain energy efficiency requirements. These requirements are subject to change. A set of applicable requirements will be made available as part of the quotation process.	Noted.
3.2.11	If the applicant requires the installation of standby or renewable energy generation, separate application shall be made to the Electricity Services Department beforehand.	Noted.
3.2.12	If the applicant requires the installation of standby or renewable energy generation, separate application shall be made to the Electricity Services Department beforehand.	Noted.

3.3 TDA: Transport Impact & Development Control

Nature of comment: No objections.

Conditions: The department listed the following conditions of approval:

	Departmental Comment	Applicant's Response
3.3.1	Splays must be provided at intersections/accesses and that sight triangles be achieved, free of obstructions (landscaping, electrical-/telecommunication etc.).	Noted.
3.3.2	Detailed Engineer's Design drawings must be submitted prior to building plan submission to assess all Geometric Requirements.	Noted.
3.3.3	Detailed service plans of all services (access layout, traffic circulation, parking, refuse, civil services, etc) to be submitted for Council approval prior to commencement of any works and that all municipal services must comply with the " Minimum Standards of Civil Engineering Services in Townships" document.	Noted.

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3.4 Urban Integration – Urban Design

Nature of comment: No objections.

Observations: The department lists the following observations to be considered in detailed design:

	Departmental Comment	Applicant's Response
3.4.1	Suggestion to break up massing of the building with different material treatments between different blocks	Noted.
3.4.2	Suggestion to consider balconies over the bridge	Noted.
3.4.3	Suggestion of variation in building height	Noted.

3.5 Environmental Health

Nature of comment: No objections.

Conditions: The department listed the following conditions of approval:

	Department's Comment	Applicant's Response
3.5.1	Submission and approval of the relevant Building Plans at which time additional requirements may be called for.	Noted.
3.5.2	Businesses' serving/preparing meals must comply with the Businesses Act 71 of 1991 by applying for the relevant Business License (Sale or Supply of Meals) with the City of Cape Town's Environmental Health Office. Media City Building, 2nd Floor, Hertzog Boulevard, Cape Town; Contact no: 021 4006513.	Noted.
3.5.3	Businesses providing entertainment (DJ/Nightclub/Live entertainment/Theatre) or more than three Devices/Snooker/Billiard Tables/ Spa/Sauna/Massage be provided the applicant is to apply or be for the appropriate Health and Entertainment license In terms of the Businesses Act71 of 1991. This application is to be made with the City of Cape Town' s Environmental Health Office. Media City Building, 2nd Floor, Hertzog Boulevard, Cape Town; Contact no: 021 4006513.	Noted.
3.5.4	All ECDS must apply for a Health clearance certificate with the City of Cape Town's Maitland Environmental Health Office. Contact no: 021 444 1718. Applicants are to register with Social Welfare as an ECD.	Noted.

3.6 Solid Waste Management: Collections

Nature of comment: No objections.

Conditions: The department listed the standard conditions.

3.7 Social Services: Recreation and Parks

Nature of comment: Objection to the proposals and invites the applicant to meet.

Conditions: The department listed the following conditions of approval:

	Departmental Comment	Applicant's Response
	The applicant should clarify the correct number of units that form part of this development proposal.	The proposal is for 723 units comprising: • 172 bachelor units; • 236 1-bed units; and • 315 2-bed units.
	From the information provided it is evident that very little green/soft recreational space has been provided as part of this development. The open market/informal trading area will be an entirely hardened area with minimal tree planting. This arrangement is not considered desirable as it creates a harsh environment and contributes toward the heat island effect.	The department's comments are perhaps appropriate for suburban housing developments, where a conventional land use mix between open space and residential uses are easily achieved because the space exists. The Salt River Market proposals on approximately 1,4ha, seeks to create an urban environment, better suited to the 'more-urban' context of Salt River. The concerns about the creation of a harsh environment is unfounded, since the open market / informal trading area is located to the south of the buildings, is also partially covered by the building extension along Bromwell toward Voortrekker Road, which together mitigate against the area becoming excessively hot.
3.7.1	In terms of the 2011 census, the average household in the Salt River area consists of approximately 4 people. The CSIR guidelines (2014) calls for the provision of approximately 3,5m^2 open space per person. Based on the assumption that 723 is the correct number of units, approximately 1,1 ha of informal recreational open space should be provided as part of the redevelopment of the site. The motivation is almost entirely silent regarding the provision of open space, or in	Applying the average household size to an apartment complex is not appropriate when one considers the range of unit sizes. For example, a 1 bachelor unit will not accommodate 4 people. We have applied a more reasonable occupancy rate and anticipate that the development can accommodate approximately 1471 people. This suggests the need for 0,5ha of open space. (CSIR suggests 0,3ha/1000; or 3m^2/person) rather than 1,1ha. The development proposals indicate different types of

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	this case - the lack thereof. The image on the right highlights approximately 1 .5km radius from the subject property. From this it is evident that open space provision in the immediate vicinity is limited. Considering the anticipated number of new residents, provision of accessible open space should not be neglected.	recreation space: • at the ground level: o Market square: approximately 1641m^2; o Rest areas adjacent to link street: 292m^2; o Active recreation (Transnet land): 1380m^2. • At second floor: o Public podium: 921m^2; o Market apartments: 270m^2; and o Social housing units: 110m^2. The development therefore includes approximately 4614m^2 of space that fulfils the recreation / open space function in an urban environment. This space will be managed by the developer and places no obligations on the department. Occupancy assumptions: 1 person to a bachelor flat, 1,5 people to a 1-bedroom flat (to accommodate some couples) and 3 people to a 2-bedroom flat (to accommodate some couples with children).
	Section 4.4.2 briefly mentions that the area is well served in respect of schools, police station, community halls, post office as well as recreational and open space. It is unclear what this statement is based on as no analysis is provided in this regard. Section 6.3 of the motivation indicates that a library and community hall is included as part of the proposed uses. The motivational reports lack information around exactly how the existing community hall will be affected by this proposal? The applicant has also failed to provide an assessment around the ability of the existing community facility to cater for the additional residents.	We have mapped existing facilities in the surround area, and because this was not a concern, have not included the maps. When we work in suburban areas such as Khayelitsha, such maps are useful to demonstrate the need additional facilities. Given urban and mixed-use nature of Salt River, this issue was considered less important. The proposal is to incorporate the existing hall as part of a new public facility on the podium level (second floor). The new facility measures approximately 384m^2 and is of a similar size to the existing facility. We don't agree with the assumption that the Salt River Market develop will necessarily only cater for new people into the area. The purpose of a range of accommodation units (market, GAP and social) is to allow a range of income groups to share the space. We anticipate that the further users will include current residents of the Salt River Woodstock area. Also, community facilities do not necessarily have to increase due to an increasing population because these facilities are used at different times by different groups of people for different purposes.
3.1.3	Densification Policy: While this development is generally consistent with the Densification Policy, this office is not convinced that appropriate consideration has been given to the sufficient	The application of an average household size for a range of apartment units does not consider the different apartment sizes. For example, a 1 bedroom flat will not accommodate 4 people. If we assume and apply a more appropriate household size of 1 person

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	provision of open space to cater for the additional residents, resulting from this densification proposal.	to a bachelor flat, 1,5 people to a 1-bedroom flat (to accommodate some couples) and 3 people to a 2-bedroom flat (to accommodate some couples with children); then the total potential population is approximately 1471 people. This suggests the need for 0,5ha of open space. (CSIR suggests 0,3ha/1000; or 3m^2/person) The development proposals indicate different types of recreation space: • at the ground level: o market square: approximately 1641m^2; o Rest areas adjacent to link street: 292m^2; o Active recreation (Transnet land): 1380m^2. • At second floor: o Public podium: 921m^2; o Market apartments: 270m^2; and o Social housing units: 110m^2. The development proposals include approximately 4614m^2.
3.1.4	Climate change policy: The development proposal partially responds to principles of this policy, however, aspects such as energy and resource efficiency, greening etc. appears not to have been addressed. The applicant should provide information around what measures will be implemented (as part of this development), which would ensure the sustainable use of our limited resources. The directive with regard to the promotion of urban greening also needs to be addressed as this helps improve environmental quality and reduce negative climatic impacts of urban heat islands.	Energy efficiency is an aspect that is best considered and dealt with at the detailed building plan phase of development. From a planning perspective, this development proposes the efficient and rational use of well-located land. We anticipated that a detailed landscaping plan would be required as a condition of approval. This plan will show how appropriate greening and landscaping will be implemented.
3.1.5	2. A Landscape Master Plan shall be prepared and submitted as part of this development proposal. Such plan must address open space provision, tree planting, differentiate between the functionality of the various spaces (i.e. hard/soft spaces; active/passive spaces; public/private space), maintenance responsibilities, implementation arrangement, specification regarding alternative water sources etc.	Noted.
3.1.6	Further comment will be provided once the outstanding information is provided. The	Noted.

	applicant is encouraged to contact this office, should they wish to discuss the above comment or require any clarity in the above regard.	

We have met with the Department's representatives and have agreed to provide additional information (such as plans showing the distribution of facilities which we excluded from our application report) in order that the department may offer its support. However, we did consider it necessary to submit a response to the Department's initial comments.

4.0 CONCLUDING REMARKS

We were pleasantly surprised by the fact that only the WRA objected to the applications. Having met with the organisation on the 6th of November 2018 and seeing the content of the objection, we are confident that the WRA was more concerned about the uncertainty of the land deal between the City and Communicare, rather than the nature and context of the application and development proposals.

The South African Academy for Young Learners and The Market Deli (represented by Raneah Carr) made a request to be accommodated in the future development. Accommodating current tenants was addressed in the City's RFP.

All departments, with the exception of Recreation and Parks, have not objected to the proposals. Having met with Recreation and Parks, we have agreed to provide additional supporting information and are confident that we will obtain the support of this department.

We request that the application assessment be expedited so that it may be submitted to the decision-maker in the first quarter of 2019.

Yours faithfully

MARK JOB Pr.Pln A/1367/2010

www.prasa.com

prasa
PASSENGER RAIL AGENCY OF SOUTH AFRICA

PRASA HOUSE
1040 Burnett Street
Hatfield
Pretoria

Private Bag X101
Braamfontein, 2017
T: +27 12 748 7000

18 September 2018

Juno Trust Professional Planners
130 Forest Drive
Pinelands
7405
Western Cape

Dear Sibongile Thaphu

SALT RIVER MARKET DEVELOPMENT – REQUEST FOR SUPPORT, LAND USE APPLICATIONTO THE CITY OF CAPE TOWN CASE ID 70414342

Our meeting dated the 29 of March 2018 refers.

Prasa Rail (Metrorail) has no objection to the proposed development subject to the following conditions:

1. A 2.6m high solid boundary wall to prevent any pedestrian access to the rail reserve and
2. The proposed building footprint in the ground floor is located 0.2m from the cadastral boundary of Erf14392 Cape Town.
3. The existing maintenance/access road between the cadastral boundary and the railway line allow sufficient distance (8.9m to 9.45m) between the overhead track and the proposed development to ensure safety.

Kind regards

Duma Goso
Acting HOD
Business Development
Metrorail Western Cape Regional Office

Directors K Kweyama (Chairperson), SC Sithole (Group CEO) S Ntsaluba, I Wessie, J Schreiner, N Alli, D Tshepe, X George, M Mattala, N Sishi, N Setai

Group Company Secretary L Zide

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JONO TRUST

town & urban planning environmental design project facilitation

130 Forest Drive, Pinelands, 7405, P.O. Box 706 Howard Place, 7450
Tel: 079 585 4361; Fax: 086 560 9000; Email: planning@jonotrust.co.za

Our ref: 17.144/Lt18-12-09_comment on urban design suggestions

9 December 2018

City of Cape Town
Planning & Building Development Management
2nd Floor Media City
Corner Hertzog Boulevard & Heerengracht
Cape Town

Attention: Mr P Heydenrych

Dear Paul

Application Number: **70414342**

PROPOSED CITY APPROVAL IN TERMS OF THE DEVELOPMENT MANAGEMENT SCHEME, REZONING, CONSOLIDATION AND DEPARTURES IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BYLAW: ERVEN 10559, 10560, 10561, 10562, REMAINDER ERF 10619, 10620 CAPE TOWN AT WOODSTOCK, ERVEN 10621, 15291, 15292, 15293, 15294, 176308 (A PORTION OF ERF 15201) CAPE TOWN AT SALT RIVER, CORNER OF BROMWELL STREET AND VOORTREKKER ROAD, "SALT RIVER MARKET HOUSING" : RESPONSE TO COMMENTS

Your email correspondence of 5 December 2018, concerning Urban Design's suggestions, refers.

The department Urban Integration – Urban Design submitted a comprehensive comment on the development proposals for the Salt River Market site.

The department comments that:

- The proposals generally align with the MSDF (2018), the Table Bay District Plan (2012) and the Urban Design policy (2013).
- The applications generally support the principles of TOD.

The department then discusses its involvement in the project and its involvement in the design process:

- It asks why, for example, the parking court proposals changed;
- It acknowledges that the 'approach of a more modern typology is acceptable';
- It acknowledges that the accommodation types and public nature of the lower levels allows the site to become an integrator; and
- It is content with the height of 28,7m.

The department then makes some observations, which we 'noted' in our responses to comments.

The department: 1386

- Asks whether balconies could be inserted onto the bridge (Voortrekker Road bridge) overlooking the area;
- Asks whether materials and textures could be used to break up the building massing by possibly varying the treatment of the different blocks;
- Asks whether the height might vary to further avoid a monotonous block.

The department concludes by stating that it has no objection to the application.

When we 'noted' the department questions in our responses to comments, we acknowledged that these are good suggestions that will assist in improving how the building is perceived. Since we are working at the level of development envelope, we anticipated that the conditions of approval would create the opportunity for these Urban Design questions could be addressed in detailed design.

Since the submission of the planning applications, the architectural design on details and texture have continued. The suggestions about breaking the development with texture and materials have already been incorporated into the latest plans. However, we do not want to present those currently. Instead, it is possible to write into the conditions of approval a requirement that the façade treatment be assessed by Urban Design prior to approval of the building plans.

This creates an opportunity for those questions to be addressed.

While we acknowledge that Urban Design's questions and suggestions will assist in improving how the building is perceived, we do not agree that these can be appropriately resolved and the planning stage which is more concerned with creating an acceptable envelope.

Yours faithfully

MARK JOB Pr.Pln A/1367/2010

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JONO TRUST

town & urban planning environmental design project facilitation

130 Forest Drive, Pinelands, 7405, P.O. Box 706 Howard Place, 7450
Tel: 079 585 4361; Fax: 086 560 9000; Email: planning@jonotrust.co.za

Our ref: 17.144/Lt19-01-08_response to late ERM comment

8 January 2019

City of Cape Town
Planning & Building Development Management
2nd Floor Media City
Corner Hertzog Boulevard & Heerengracht
Cape Town

Attention: Mr P Heydenrych

Dear Paul

Application Number: **70414342**

PROPOSED CITY APPROVAL IN TERMS OF THE DEVELOPMENT MANAGEMENT SCHEME, REZONING, CONSOLIDATION AND DEPARTURES IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BYLAW: ERVEN 10559, 10560, 10561, 10562, REMAINDER ERF 10619, 10620 CAPE TOWN AT WOODSTOCK, ERVEN 10621, 15291, 15292, 15293, 15294, 176308 (A PORTION OF ERF 15201) CAPE TOWN AT SALT RIVER, CORNER OF BROMWELL STREET AND VOORTREKKER ROAD, "SALT RIVER MARKET HOUSING" : RESPONSE TO COMMENTS

Your email correspondence of 11 December 2018, concerning the City's Environment & Heritage Management (E&HM) department's late comment, refers.

In terms of Section 88(2) of the MPBL E&HM is considered not to have provided a comment, since the department did not provide a comment within the time period set by the Municipal Manager.

More importantly, the general public did not raise concerns about the heritage aspects of the proposals. In light of the extensive public debate about this development, the lack of public opposition based on heritage grounds suggests to us that the current proposals enjoy the support of the general public.

Yours faithfully

MARK JOB Pr.Pln A/1367/2010

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Annexure
J

3D renderings

North East View

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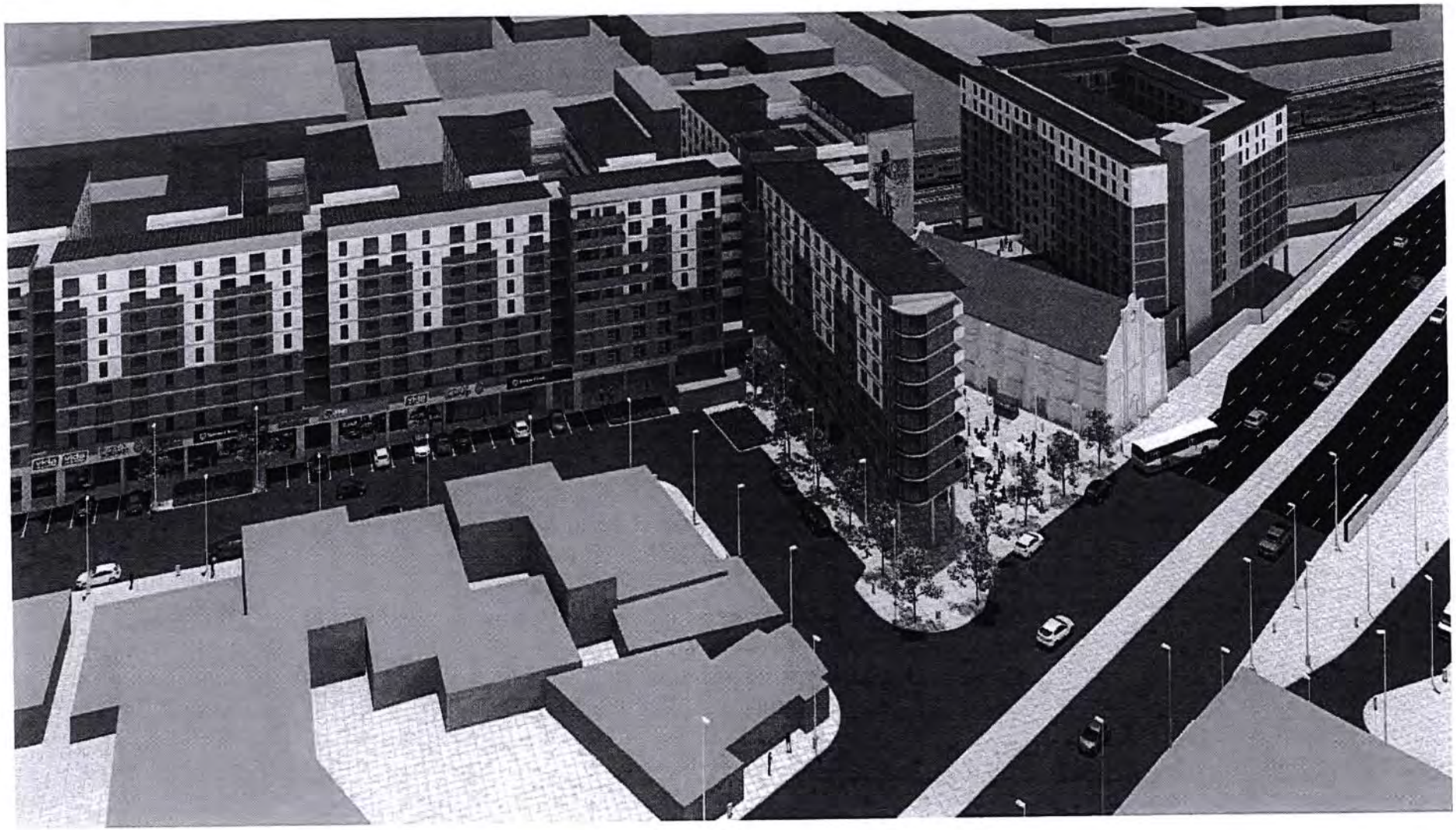
Communicare

ruben reddy architects

Southern View



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Communicare

ruben reddy architects

Salt River Circle

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Communicare

ruben reddy architects

South West View

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1392

Communicare

ruben reddy architects

Voortrekker Road

1100

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Communicare

ruben reddy architects

Market Square

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Communicare

ruben reddy architects

Bromwell Arcade

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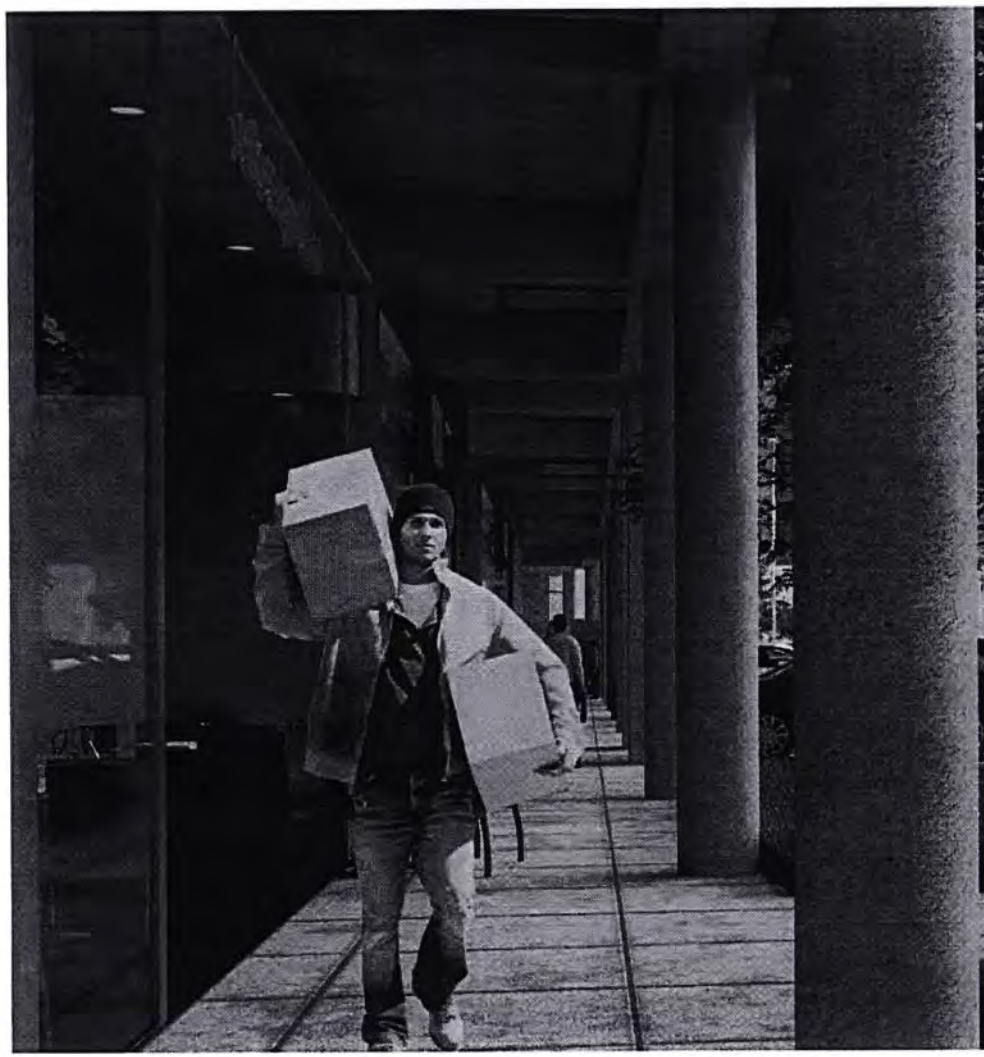

Communicare

ruben reddy architects

Bromwell Street

1103

1396

Communicare

ruben reddy architects

Bromwell Street

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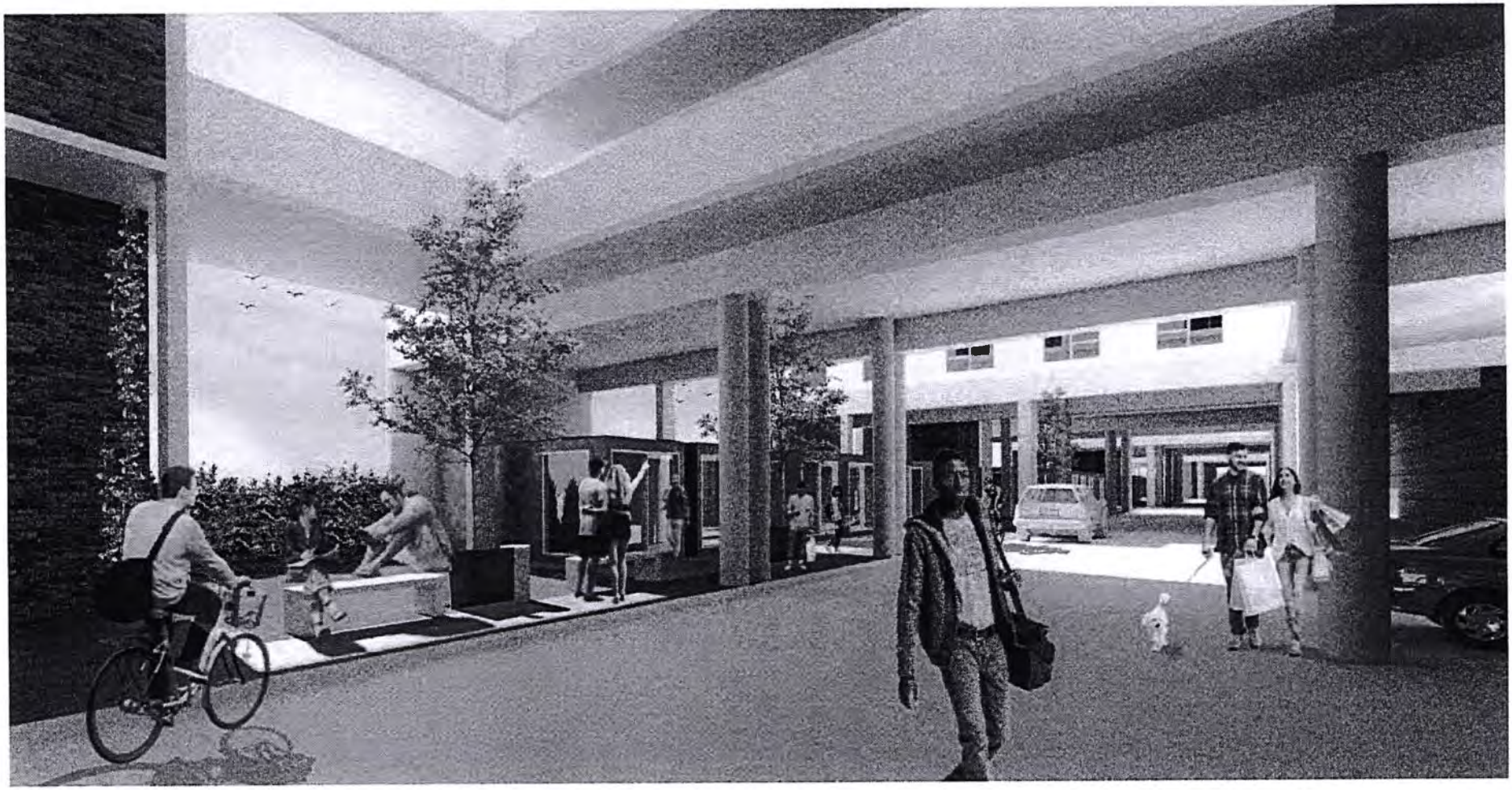
Communicare

ruben reddy architects

Internal Street: Informal Traders



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Communicare

ruben reddy architects

Internal Street: Informal Traders

1106

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Communicare

ruben reddy architects

Internal Street: No Retail

1400

1107

Communicare

ruben reddy architects

1401

Annexure K

Western Cape provincial departments letters

ILifa leMveli leNtshona Kolon
Erfenis Wes-Kaap
Heritage Western Cape

Reference: HM/ CAPE TOWN METROPOLITAN/SALT RIVER/ERVEN 10559, 10560 10620 15291-15294, 10561, 10619, 15201, AND 149336
Enquiries : Penelope Meyer
Telephone: 021 483 9691
e-mail: Penelope.Meyer@westerncape.gov.za
Date: 26 September 2017

Ms B O'Donoghue

Per e-mail to : dogonoghue@telkomsa.net

Dear Madam

RE: NOTIFICATION OF INTENT TO DEVELOP: PROPOSED REDEVELOPMENT OF ERVEN 10559, 10559, 10560, 10620, 15291-15954, 10561, 10619, AND 149336; SALT RIVER FOR INTENSIFIED MIXED LAND USES: DETAILS OF APPLICATION 17070603ZK0718E, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999
CASE NUMBER: 17070603ZK0718E

Your Email dated 21 September 2017 refers.

1. It is acknowledged that you have been advised that HWC cannot insist on an HIA as the 14 day period within which HWC had to respond in terms of Section 38(2) of the National Heritage Resources Act, Act 25 of 1999, (the NHRA) expired before HWC advised that an HIA would be required.

2. However we would bring to you and your client's attention that the demolition of any structures older than 60 years on the site will still be subject to a permit in terms of S34 of the NHRA. It is likely that HWC will require a heritage statement to be submitted.

3. If an HIA is being prepared in any event, it may well be preferable to submit same to HWC, as should the development be approved, your client will not then need to submit applications for permits in terms of S34.

Yours sincerely,

Penelope Meyer
Legal Advisor
HERITAGE WESTERN CAPE

Street Address: [redacted] • Postal Address: [redacted]
• Tel: [redacted] • E-mail: [redacted]

Straatadres: [redacted] • Posadres: [redacted]
• Tel: [redacted] • E-pos: [redacted]

1403

Western Cape Government
Environmental Affairs and Development Planning

DIRECTORATE: DEVELOPMENT MANAGEMENT
REGION 1

REFERENCE NUMBER: 16/3/3/6/1/A7/22/3308/17
ENQUIRIES: Mr. R. Chambeau
DATE OF ISSUE: 2018 -01- 17

Communicare
P.O. Box 259
Cape Town
8000

For Attention: Mr. C. Moorgas

Tel: (021) 421 6008
Fax: (021) 421 6094

Dear Sir

ACKNOWLEDGEMENT OF RECEIPT AND APPLICABILITY OF THE CHECKLIST FOR THE DETERMINATION OF THE APPLICABILITY OF THE NEMA EIA REGULATIONS, 2014 (AS AMENDED) FOR A MARKET AND SOCIAL HOUSING DEVELOPMENT ON VARIOUS ERVEN, SALT RIVER.

The applicability checklist dated 20 December 2017, which was received by the Department on 21 December 2017, refers.

1. This letter serves as an acknowledgement of receipt of the aforementioned checklist and confirmation of the applicability of the NEMA EIA Regulations, 2014 (as amended).

2. On 07 April 2017, the Minister of Environmental Affairs amended the Environmental Impact Assessment ("EIA") Regulations 2014 (Government Notice No. R. 324, R. 325, R. 326 and R. 327 in Government Gazette No. 40772 of 07 April 2017, refer). Please note that the amended Regulations came into effect on 07 April 2017.

3. The following was indicated in your correspondence (dated 20 December 2017):

   3.1 The proposed social housing component entails the development of four blocks of apartments. One block consisting of four storeys and the remaining three blocks consisting of nine storeys excluding the ground level, on Erven 10562, 10559, 10561, 10560, 10619, 10620, 10621, 15291, 15292, 15294, 15293 and 176308, Salt River. (coordinates: 33°55'38.71" S. 18°27'37.19" E);

   3.2 The Erven are currently zoned General Commercial, split: Public Open Space/General Commercial C2 and split: Undetermined/Transport Use. The site consists of retail, commercial and institutional uses. The Salt River Market area (Erf 15292) consists of single-storey trading stalls (small-scale retail and light industry businesses) which surround a large parking area. One fresh produce shop is located there. The Salt River Community Hall (Salt River Railways Institute Hall) is located on Erf 15292 (eastern side of the site) and civic use thereof is minimal, this may be upgraded. There are also partly demolished railway buildings on the very eastern portion of the site. The site has experienced urban decay.

3.3 The proposed sites are located within the urban area;

3.4 The proposed development will have a development footprint of approximately 4713m²;

3.5 There is no indigenous vegetation located on the proposed sites;

3.6 The total amount of Public Open Space located on the various erven amounts to 753.6m².

3.7 There are no watercourses located within 32m of the proposed sites; and

3.8 The proposed development does not occur within a Critical Biodiversity Area.

4. In light of the above, it is hereby confirmed that the proposed development **does not** trigger any listed activities in terms of the NEMA EIA Regulations, 2014 (as amended).

5. This determination is based on the following:
   5.1 There is no indigenous vegetation situated on the proposed sites;
   5.2 There are no watercourses located within 32m of the proposed sites; and
   5.3 The proposed development does not occur within a Critical Biodiversity Area.

6. Written Environmental Authorisation is therefore not required from the competent authority (in this instance this Directorate) prior to the undertaking of the said development.

7. However, should any revision of your proposed development comprise any activities that constitute a listed activity as defined in Listing Notices 1, 2 or 3 of the NEMA EIA Regulations, 2014 (as amended) an application for environmental authorisation must be submitted to the competent authority and authorisation obtained before such activity(ies) may commence.

8. You are further reminded of your general duty of care and the remediation of environmental damage. Section 28(1) of the NEMA specifically states that-

   "Every person who causes, has caused or may cause significant pollution or degradation of the environment must take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment."

This Department reserves the right to revise or withdraw comments or request further information based on any information received.

Your interest in the future of our environment is greatly appreciated.

Yours faithfully

HEAD OF DEPARTMENT

CC: (1) Ms. P. Titmuss (City of Cape Town (ERM)
(2) Ms. E. Herschell (Emily Herschell Environmental Consulting)

Fax: (021) 444 0605
email: emilyh@afrihost.co.za

Addendum

3

Appellant's grounds for appeal

THE MARKET DELI (PTY) LTD

UNIT NO. 10, SALT RIVER MARKET, SALT CIRCLE, SALT RIVER, CAPE TOWN, 7925 TEL: 021 447 2656 / 083 571 6331

Our reference: P/2018/SRHD - 02

08 May 2019

CITY OF CAPE TOWN
The District Manager
Second Floor
Media City
Cnr Hertzog Boulevard and Heerengracht
Cape Town
8000

Email: appeals.tablebay@capetown.gov.za

Dear Sir/Madam

RE: APPLICATION FOR CONSOLIDATION, REZONING, CONSENT USE AND DEPARTURES IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BYLAW: ERVEN 10559, 10560, 10561, 10562, REMAINDER OF ERF 10619, 10620 CAPE TOWN AT WOODSTOCK, ERVEN 10621, 15291, 15292, 15293, 15294, 176308 (A PORTION OF ERF 15201) CAPE TOWN AT SALT RIVER, CORNER OF BROMWELL STREET AND VOORTREKKER ROAD, "SALT RIVER MARKET HOUSING" - COMMENTS

Your email communique dated 17 April 2019 – the **Appeal right Notice Erf 15294 located Salt River** has reference:

The Market Deli currently houses four (4) Non-Profit entities and Programmes which are as follows:

1. The South African Academy for Young Leaders;
2. Access to justice under the The Legal Café;
3. Single Mom's Project; and
4. Feeding Scheme.

The Market Deli has aligned itself with their major beneficiary, the ***South African Academy for Young Leaders (SAAYL)***, a Non-Profit Organization (NPO) and a Public Benefit Organization (PBO Reference No. 93 0048 228) which focuses on leadership and entrepreneurship development for young leaders between the ages of 14 and 25 years of age; and

The Legal Café – Is a community initiative to give legal and professional guidance to the public subject to certain terms and conditions set by The Market Deli.

SAAYL and The Legal Café benefits through being an equal shareholder, holding 20% of The Market Deli business. This equal shareholding ensures that the youth of the identified area is either incorporated into an identified project or educated through SAAYL and The Legal Café.

Furthermore, The Market Deli and The Legal Café in conjunction with SAAYL, ***has an additional two (2) social initiatives*** and renders pro-bono support to women-owned enterprises by creating awareness, establishing strategic partnerships, rendering facilitation and professional support to ensure that our social mission is achieved which are as follows:

1. **The Single Mom's Project:**
   a. An initiative to give marginalized women the opportunity to become economically self-sufficient, entrepreneurs and to create employment.

2. **Feeding Scheme:**
   a. The feeding scheme aids on a weekly basis as a priority the surrounding areas within the Salt River, Woodstock and Bo-Kaap Precincts;
   b. It assists the City of Cape Town Disaster Management with food aid when needed; and
   c. In addition our feeding scheme extends to areas such as Mfuleni, Philipi, Hanover Park and Blikkiesdorp etc.

We take heed of the approval by the Municipal Planning Tribunal on 02nd April 2019 in terms of section 98 of the City of Cape Town Municipal Planning By-Law, 2015 (MPBL) for the above mentioned application and note with grave concern the following:

We observed that within this application no reference is made to accommodate existing tenants with needs such as The Market Deli and The Legal Café which is a business entity established to assist and sustain the current NPO's and Programmes as noted above.

The only accommodation of existing tenants is noted under Amended Annexure A, Section 1.3. of your communique noting *"consent granted to permit informal trading in the open market area on the ground floor."*

The Market Deli and Legal Café has invested significantly in its infrastructure to ensure an operation which is able to assist with the sustainability of the said NPO's and its programmes.

Traditionally with any new development, the rental becomes unaffordable to any non-profit entity such as SAAYL and The Legal Café.

We once again request that the City of Cape Town and its development partner favourably considers the accommodation and assistance in the further enhancement of the The Market Deli, The Legal Café; The SAAYL and its various programmes within this new proposed mixed used housing development so that we are able to continue with our commitment to contributing to the emancipation process especially women, young leaders and the underrepresented groups.

Yours faithfully,

RANEAH CARR
THE MARKET DELI (PTY) LTD

Paul Heydenrych

From: SAAYL <saayleaders@gmail.com>
Sent: Wednesday, 08 May 2019 14:53
To: Appeals Table Bay
Cc: Igshaan Higgins; 'Faizel Bardien'
Subject: RE: CoCT - Salt River Market Housing Proposal : Appeal right Notice Erf 15294 Salt River - Concerns
Attachments: SAAYL - Let - SRHD Comments02_08May2019.pdf

Good day Sir / Madam;

Please find attached hereto our concerns to your recent communique as received on 17th April 2019 as per the approval granted by the Municipal Planning Tribunal on 02nd April 2019 in terms of section 98 of the City of Cape Town Municipal Planning By-Law, 2015 (MPBL) for the above mentioned for your further attention.

Yours in Leadership

Raneah Carr
Chief Operations Officer

+27 83 571 6331
saayleaders@gmail.com

SOUTH AFRICAN ACADEMY FOR YOUNG LEADERS

OFFICE: +27 21 422 1067 • FAX: +27 447 0555
ADDRESS: Unit No. 8-10, Salt River Market, Salt Circle, Salt River, Cape Town •7925
P O Box 51585, Waterfront, Cape Town •8002

Please consider the environment before printing this e-mail

UNIT NO.8 - 10
SALT RIVER MARKET
SALT CIRCLE
SALT RIVER
CAPE TOWN
SOUTH AFRICA
7925

PO BOX 51585
WATERFRONT
8002

TEL: 27 21 422 1067
Email : saayleaders@gmail.com
www.saayleaders.co.za

Our reference: P/9/SAAYL/SRHD-02

08 May 2019

CITY OF CAPE TOWN
The District Manager
Second Floor
Media City
Cnr Hertzog Boulevard and Heerengracht
Cape Town
8000

Email: appeals.tablebay@capetown.gov.za

Dear Sir/Madam

RE: APPLICATION FOR CONSOLIDATION, REZONING, CONSENT USE AND DEPARTURES IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BYLAW: ERVEN 10559, 10560, 10561, 10562, REMAINDER OF ERF 10619, 10620 CAPE TOWN AT WOODSTOCK, ERVEN 10621, 15291, 15292, 15293, 15294, 176308 (A PORTION OF ERF 15201) CAPE TOWN AT SALT RIVER, CORNER OF BROMWELL STREET AND VOORTREKKER ROAD, "SALT RIVER MARKET HOUSING" - COMMENTS

Your email communique dated 17 April 2019 – the **Appeal right Notice Erf 15294 located Salt River** has reference:

The South African Academy for Young Leaders (SAAYL), a Section 21 company and registered as a Non-Profit Organization (NPO) and a Public Benefit Organization (PBO Reference No. 93 0048 228) which focuses on leadership and entrepreneurship development for young leaders between the ages of 14 and 25 years of age, is housed at The Market Deli situated within the Salt River Market, together with the following three (3) Non-Profit entities and Programmes which are as follows:

1. Access to justice under the The Legal Café;
2. Single Mom's Project; and
3. Feeding Scheme.

The SAAYL, together with The Legal Café is a major beneficiary of The Market Deli, and benefits through being an equal shareholder, each holding 20% of The Market Deli business. This equal shareholding ensures that the youth of the identified area is either incorporated into an identified project or educated through SAAYL and The Legal Café.

The Legal Café – Is a community initiative to give legal and professional guidance to the public subject to certain terms and conditions set by The Market Deli.

Furthermore, the SAAYL in conjunction with The Market Deli and The Legal Café, ***has an additional two (2) social initiatives*** and renders pro-bono support to women-owned enterprises by creating awareness, establishing strategic partnerships, rendering facilitation and professional support to ensure that our social mission is achieved which are as follows:

1. **The Single Mom's Project:**
   a. An initiative to give marginalized women the opportunity to become economically self-sufficient, entrepreneurs and to create employment.

2. **Feeding Scheme:**
   a. The feeding scheme aids on a weekly basis as a priority the surrounding areas within the Salt River, Woodstock and Bo-Kaap Precincts;
   b. It assists the City of Cape Town Disaster Management with food aid when needed; and
   c. In addition our feeding scheme extends to areas such as Mfuleni, Philippi, Hanover Park and Blikkiesdorp etc.

We take heed of the approval by the Municipal Planning Tribunal on 02nd April 2019 in terms of section 98 of the City of Cape Town Municipal Planning By-Law, 2015 (MPBL) for the above mentioned application and note with grave concern the following:

We observed that within this application no reference is made to accommodate existing tenants with the needs such as The SAAYL, The Market Deli and The Legal Café which is a business entity established to assist and sustain the current NPO's and Programmes as noted above.

The only accommodation of existing tenants is noted under Amended Annexure A, Section 1.3. of your communique noting "*consent granted to permit informal trading in the open market area on the ground floor.*"

SAAYL together with The Market Deli and The Legal Café has invested significantly in its infrastructure to ensure an operation which is able to assist with the sustainability of the said NPO's and its programmes.

Traditionally with any new development, the rental becomes unaffordable to any non-profit entity such as SAAYL and The Legal Café.

We once again request that the City of Cape Town and its development partner favourably considers the accommodation and assistance in the further enhancement of the The SAAYL and its various programmes within this new proposed mixed used housing development so that we are able to continue with our commitment to contributing to the emancipation process especially women, young leaders and the underrepresented groups.

Yours in Leadership

Miss Raneah Carr
SOUTH AFRICAN ACADEMY FOR YOUNG LEADERS

Addendum

4

Applicant's comment on appeals

JONO TRUST

town & urban planning **environmental design** **project facilitation**

130 Forest Drive, Pinelands, 7405, P.O. Box 706 Howard Place, 7450
Tel: 079 585 4361; Fax: 086 560 9000; Email: planning@jonotrust.co.za

Our ref: 17.144/Lt19-05-29_Response to MPBL Appeal_Salt River Market

29 May 2019

The City Manager: City of Cape Town
Planning & Building Development Management
Media City
Cnr Adderley Street and Hertzog Boulevard
Cape Town

Attention: Table Bay District Manager (email: appeals.tablebay@capetown.gov.za)

COMMENT ON APPEAL NOTICE ERF 15294 SALT RIVER: SALT RIVER MARKET

Case Number: 704 143 42

Your correspondence dated 23 May 2019 refers.

On the 2nd of April 2019, the MPT considered and decided a suite of development applications made on the properties comprising the Salt River Market. The MPT approval was for:

- The consolidation of Erven 10559, 10560, 10561, 10562, Remainder Erf 10619, 10620 Cape Town at Woodstock, Erven 10621, 15291, 15292, 15293, 15294 and 176308 (a portion of Erf 15201) Cape Town at Salt River.
- The rezoning of the consolidated property to Mixed Use Subzone 3.
- Consent to permit informal trading in the open market area on the ground floor.
- Various regulation departures.

The Salt River Market development is intended to offer a mix of residential, retail (formal and informal) and community facility that is integrated into the local area and offers its facilities and services to both the residents on and around the site. The MPT approvals facilitate this development intention.

The appeals before the committee were submitted by the South African Academy for Young Leaders (SAAYL) and 'The Market Deli (Pty) Ltd', both represented by Raneah Carr. Both raise the concerns that the approvals for not accommodate existing tenants and that the only accommodation for existing tenants is the 'consent granted to permit informal trading in the open market area on the ground floor'.

Both appeals requests that the SAAYL and 'The Market Deli' be accommodated in the future development.

1.0 RESPONSE TO APPEALS RAISED BY BOTH PARTIES

1.1 The appeals do not question the MPT's assessment of the criteria set out in S99 of the MPBL

Section 108(6) of the MPBL requires that the appeal authority decide the appeal according to the criteria set out in Section 99. This is the same criteria upon which the MPT's decision was based. The appeal by the SAAYL and 'The Market Deli' has not shown how the MPT's decision was flawed when considering the S99 criteria.

The appellant has not presented any reasons or motivation that suggests that the development proposals are contrary to planning policy, that the development proposals are not desirable or that the MPT decision infringes on existing rights. We therefore request that the appeals are turned down and that the appeal authority confirm the MPT decision.

1.2 The appellant mis-understands the uses permitted under the MU3 zone

The appellants' concerns that the only provision for existing tenants exist is in the informal trading space shows a mis-understanding the basket of uses permitted under the Mixed Use zone.

Primary uses permitted under MU include business premises, industry, dwelling house, second dwelling, boarding house, flats, place of instruction, place of worship, institution, hospital, place of assembly, place of entertainment, hotel, conference facility, authority use, utility service, rooftop base telecommunication station, transport use, multiple parking garage, private road, filming and open space.

The DMS defines:

- Business premises as 'a property from which business is conducted and includes a shop, supermarket, restaurant, sale of alcoholic beverages, plant nursery, office, service trade, funeral parlour, financial institution and building for similar uses, but does not include a place of assembly, place of entertainment, institution, motor repair garage, industry, noxious trade, risk activity, adult entertainment business, adult services or adult shop'.
- Place of assembly as 'a place which has a civic function to serve the social and community needs of an area, which may attract people in relatively large numbers and which is not predominantly a commercial enterprise; including a civic hall, concert hall, indoor sports centre, gymnasium, sport stadium and club house, but does not include a place of entertainment or conference facility'.

Given the basket of land uses permitted under the MU zone, it is inconceivable that activities of the SAAYL and 'The Market Deli' cannot be accommodated within the new development. Furthermore, the development plans that form part of the approvals indicate space for shops and community facility.

The appellants contention that the approvals do not make provision for the activities and services offered by the SAAYL and 'The Market Deli' is incorrect.

1.3 Potential to use the planning and appeal processes to negotiate and secure lower rental

The potential exists for the appellant to use the planning and appeal processes as a mechanism to secure a future reduced rental. We raise this point since the appellant has not offered any substantive criticism the MPT planning assessment and decision. The appellant has also consistently raised the issue of future tenancy even though we have previously indicated that the City's Request for Proposals issued on the 12th of November 2012 stated in Section 7.1 that: "The existing tenants detailed in 6.2.2 above must be offered an opportunity to rent an equivalent quantity of space at

market related rental".

The South African Academy for Young Leaders and The Market Deli will be offered space in the new development as per the requirements of the City's RFP. However, that will happen at the appropriate time in the future.

2.0 CONCLUDING REMARKS

Neither the SAAYL nor 'The Market Deli' has submitted substantive reasons why the MPT decision of the 2nd of April 2019 is flawed or that it should be overturned.

We maintain that the planning applications meet the criteria set of in Section 99 of the Bylaw and that the urgent need for affordable accommodation in well-located areas is a priority for the City.

We therefore request that the appeals are turned down and that the appeal authority confirm the MPT decision for the Salt River Market site.

Yours faithfully

MARK JOB Pr.Pln A/1367/2010

Addendum

5

Decision letter issued

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

DEVELOPMENT MANAGEMENT

P HEYDENRYCH
SENIOR PROFESSIONAL OFFICER

T: 021 400 6458 F: 021 421 4665
E: appeals.tablebay@capetown.gov.za
Case ID: 70414342

BLUM017

17 APRIL 2019

Applicant and Objectors

Dear Sir / Madam

APPLICATION FOR CONSOLIDATION, REZONING, CONSENT USE AND DEPARTURES IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BYLAW: ERVEN 10559, 10560, 10561, 10562, REMAINDER ERF 10619, 10620 CAPE TOWN AT WOODSTOCK, ERVEN 10621, 15291, 15292, 15293, 15294, 176308 (A PORTION OF ERF 15201) CAPE TOWN AT SALT RIVER, CORNER OF BROMWELL STREET AND VOORTREKKER ROAD, "SALT RIVER MARKET HOUSING"

This letter is addressed to the applicant or to an objector in the case where there has been an objection to the above application.

The application with reference 70414342 in the above regard, accepted on 21 SEPTEMBER 2018, refers.

The Municipal Planning Tribunal (MPT) on 2 April 2019 **approved** in terms of section 98 of the City of Cape Town Municipal Planning By-Law, 2015 (MPBL), the application for:

- Consolidation, rezoning, consent use and departures as set out in the attached Annexure A, in respect of Erven 10559, 10560, 10561, 10562, Remainder Erf 10619, 10620 Cape Town at Woodstock, Erven 10621, 15291, 15292, 15293, 15294, 176308 (A Portion of Erf 15201) Cape Town at Salt River, **be approved** in terms of Section 98(b) of the City of Cape Town Municipal Planning Bylaw 2015, in accordance with the plans indicated in Annexures C and D on the MPT report.

This approval is subject to the conditions set out in **attached** Annexure A.

Kindly note, this consolidation approval will lapse within 5 years after the effective date of decision (as contemplated in section 105(2) [see footnote] of the MPBL), unless it complies with section 55(1) the MPBL.

and

Kindly note, this rezoning approval will lapse within 5 years after the effective date of decision (as contemplated in section 105(2) [see footnote] of the MPBL), unless it complies with section 47(1) [see footnote] of the MPBL.

and

Kindly note, this permanent departures approval will lapse if not exercised within 5 years after the effective date of decision (as contemplated in section 105(2) [see footnote] of the MPBL), unless it complies with section 47(1) [see footnote] of the MPBL.

and

Kindly note, this consent use approval will lapse if not exercised within 5 years after the effective date of decision (as contemplated in section 105(2) [see footnote] of the MPBL), unless it complies with section 47(1) [see footnote] of the MPBL.

Kindly also note where applicable, the above approval does not guarantee approval of any related building plan application in terms of the National Building Regulations and Building Standards Act, No 103 of 1977 and that building work may therefore only commence once such plans are formally passed.

Reasons for the above decision are set out in the **attached** extract of the minutes of the meeting concerned and the amended reasons, dated 2 April 2019

Should the reasons for the above decision not be contained in this notification you are advised in terms of section 104(2)(c) of the MPBL and section 5 of the Promotion of Administrative Justice Act, No 3 of 2000 that you are entitled to request in writing reasons for the above decision.

In terms of section 108(1) of the City of Cape Town Municipal Planning By-Law, 2015, you may appeal to the Appeal Authority against the above decision by giving written notice of such appeal and the grounds of appeal.

An appeal, including the written notice and the grounds of appeal (and not only the intention to appeal), must be lodged with the City Manager, c/o the Table Bay District Manager, at the following email address: appeals.tablebay@capetown.gov.za within **21 days of the date of notification of the decision.** If the appeal cannot be lodged by email it may be hand delivered to the Table Bay District Secretary Roslind Butterson, on 2nd floor, Media City Building, corner of Hertzog and Heerengracht Boulevards, Cape Town **within 21 days of the date of notification of the decision.** See definition of notification date in footnote below to determine the closing date for submission. If this letter has been sent to you by registered mail, then it is your responsibility to establish the date stamped upon the receipt for registration issued by the post office when accepting this notice from the City of Cape Town. You will need to contact the post office and use the tracker number on the envelope for this purpose.

Failure to comply with the above requirements and provisions within section 108 of the MPBL will result in the appeal being ruled invalid.

Kindly note that the operation of the approval of this application is suspended until such time as the City gives notice that no appeal has been lodged and the decision is effective or the date that the appeal is decided by the appeal authority. If an appeal is lodged against a condition of approval the City may determine that the operation of the approval of the application is not suspended.

Yours faithfully

Paul Heydenrych
for **DIRECTOR : DEVELOPMENT MANAGEMENT**

Notes and extracts from sections of the City of Cape Town Municipal Planning By-Law, 2015

47 Lapsing of rezoning, consent use or departure

(1) A rezoning, other than a rezoning to a subdivisional area zoning, consent use or permanent departure approved or deemed to have been approved in terms of this By-Law lapses five years after the effective date of the decision –
(a) where the land is not used in accordance with the approval; or
(b) where an improvement of land is required in order to use the land in accordance with the approval, lawful commencement of construction has not occurred.

MEDIA CITY BUILDING, 2ND FLOOR,
CNR ADDERLEY STREET AND HERTZOG BOULEVARD CAPE TOWN, 8001

105 Effective date of decision

(2) The effective date of a decision in terms of this By-Law is –
(a) the date that the City gives notice that no appeal has been timeously lodged and that the decision is accordingly effective; or
(b) subject to subsection (3), if an appeal is timeously lodged, the date that the appeal is decided by the appeal authority.

(3) If an appeal is lodged only against a condition imposed in terms of section 100, the City may determine that the operation of the approval of the application is not suspended

111 Method and date of notification

The date of notification is determined as follows:
If the notification is provided –
(a) orally, it is the date of oral communication;
(b) by hand ,it is the date of delivery or collection;
(c) by registered post, it is regarded as the fourth day after the date stamped upon the receipt for registration issued by the post office which accepted the notice; or
(d) by email or fax, it is the date that the email or fax is sent,

Shanine Julius

Subject: FW: MPT resolved - MPTNW 18/4/2019

Good day,

The MPT at its meeting of 02/04/2019 resolved as follows:

Report Subject	WARD 115: APPLICATION FOR CONSOLIDATION, REZONING, CONSENT USE AND DEPARTURES IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BYLAW: ERVEN 10559, 10560, 10561, 10562, REMAINDER ERF 10619, 10620 CAPE TOWN AT WOODSTOCK, ERVEN 10621, 15291,15292, 15293, 15294, 176308 (A PORTION OF ERF 15201) CAPE TOWN AT SALT RIVER, CORNER OF BROMWELL STREET AND VOORTREKKER ROAD, "SALT RIVER MARKET HOUSING". ID:70414342 P HEYDENRYCH/G SEPTEMBER
Meeting Date	02/04/2019
Date Sent	11/04/2019
Directorates	SPATIAL PLANNING AND ENVIRONMENT
Author	Paul Heydenrych
Author Contact No	
Delegation Information	0(0)
Agenda Item No	MPTNW 18/4/2019
Preamble	Mr Heydenrych introduced the application Correction in the case officer's report: 6.13.1 The main application for this proposal is to rezone the property from MU2, TR1 and OS2 to MU3. The applicant's reason for this is for the building to be slightly taller (approximately 3.7m), as the current zoning only permits 25m and in terms of the current interpretation of the scheme, there is no departure applicable under MU2 and therefore rezoning is required. 6.16.4.3 The development on the subject property is within a restructuring zone... Delete 3rd bullet in paragraph 6.4.23
Resolution	Approved
Resolution Details	UNANIMOUSLY RESOLVED that: The application for consolidation, rezoning, consent use and departures as set out in Annexure A, in respect of Erven 10559, 10560, 10561, 10562, Remainder Erf 10619, 10620 Cape Town at Woodstock, Erven 10621, 15291, 15292, 15293, 15294, 176308 (A Portion of Erf 15201) Cape Town at Salt River, BE APPROVED in terms of Section 98(b) of the City of Cape Town Municipal Planning By-Law 2015, in accordance with the plans indicated in Annexures C and D, subject to the conditions contained in the attached Annexure A. REASONS FOR DECISION The MPT APPROVED the application for the reasons set out in the Planner's Report and agreed to amend the following: 7.1.3 The proposal is desirable and complies with Section 99(3) of the Municipal Planning By-Law as elaborated on in Section 6 of this report 7.1.6 The consolidation will not significantly negatively impact on the surrounding properties and area

	7.1.7 The proposal will not significantly negatively impact the surrounding area 7.1.8 The proposal will not have a significant negative impact on the heritage buildings or significance of the site or on the surrounding area 7.1.10 The introduction of residential units, and the mix of residential units to this area, will have a positive impact on the surrounding area 7.1.13 The Mixed Use 3 zoning is compatible with the surrounding zonings given that the proposed bulk is less than that of the MU2 zone, and that the proposed height deviation is only 3.7m higher than that permitted in the MU2 zone Delete reason 7.1.4 Amend Annexure A: 1.2 To rezone the consolidated property from Open Space Zone 2, Transport Zone 1 and Mixed Use Subzone 2 to Mixed Use Subzone 3 2.3.5 The approved landscaping plans in 2.3 above shall be implemented by and at the owner/developers' cost within 12 months of the occupancy certificate being issued 2.6 That the number of social housing dwelling units to be permitted on the site, as provided for in the Social Housing Act, shall be a minimum of 216 2.21 The owner shall pay a development charge (DC) in accordance with the Development Charges Policy for Engineering Services for the City of Cape Town. The total amount payable for the proposed land use right in accordance with the attached DC calculation is R 5 554 120.55... FOR INFORMATION: HEYDENRYCH / SEPTEMBER
How Resolved	Consensus

Regards,

MPT North Western

REASONS FOR DECISION

70414342

AS AMENDED BY MPTNW ON 2 APRIL 2019

7. REASONS FOR DECISION

7.1. Reasons for the recommended decision for **approval** relating to the application for the consolidation, rezoning, consent use and departures are based on the report's evaluation, and may be summarised as follows:

7.1.1. Complies with Section 99(1) of the Municipal Planning Bylaw.

7.1.2. Complies with Section 99(2)(f) of the Municipal Planning Bylaw relating to the consolidation.

7.1.3. The proposal is desirable and complies with section 99(3) of the Municipal Planning Bylaw as elaborated on in section 6 of this report.

7.1.4. Complies with City policies (i.e. CTMSDF, Table Bay District Plan, Economic Development Policy, Social Development Strategy, Urban Design Policy, Tall Building Policy).

7.1.5. The consolidation will not significantly negatively impact on the surrounding properties and area.

7.1.6. The proposal will not significantly negatively impact the surrounding area.

7.1.7. The proposal will not have a significant negative impact on the heritage buildings or significance of the site or on the surrounding area.

7.1.8. The existing rights of the surrounding neighbours will not be significantly negatively affected.

7.1.9. The introduction of residential units, and the mix of residential units to the area, will have a positive impact on the surrounding area.

7.1.10. The streetscape and pedestrian environment will be positively impacted on by the proposal.

7.1.11. The increased height is acceptable given the surrounding zoning context.

7.1.12. The Mixed Use 3 zoning is compatible with the surrounding zonings given that the proposed bulk is less than that of the MU2 zone, and that the proposed height deviation is only 3.7m higher than that permitted in the MU2 zone.

7.1.13. The proposal will not negatively impact existing infrastructure.

7.1.14. The proposal complies with the LUPA and SPLUMA principles.

7.1.15. Conditions are imposed to mitigate the development proposal that create a development that better meets the City's strategic goals.

AMENDED ANNEXURE A
(Amended as per MPTNW decision of 2 April 2019)

In this annexure:
"City" means the City of Cape Town
"The owner" means the registered owner of the property
"The property" means **Erven 10559, 10560, 10561, 10562, Remainder Erf 10619, 10620 Cape Town at Woodstock, Erven 10621, 15291, 15292, 15293, 15294, 176308 (A Portion of Erf 15201) Cape Town at Salt River; Corner of Bromwell Street and Voortrekker Road**
"Bylaw" and "Development Management Scheme" has the meaning assigned thereto by the City of Cape Town Municipal Planning Bylaw, 2015 (as amended)
"Item" refers to the relevant section in the Development Management Scheme
"ED: SPE" means Executive Director: Spatial Planning and Environment or his/her delegatee.
"Director: DM" means Director: Development Management or his/her delegatee.

CASE ID: 70414342

1. APPLICATIONS GRANTED IN TERMS OF SECTION 98 (b) OF THE BYLAW

1.1. To consolidate Erven 10559, 10560, 10561, 10562, Remainder Erf 10619, 10620 Cape Town at Woodstock, Erven 10621, 15291, 15292, 15293, 15294, 176308 (A Portion of Erf 15201) Cape Town at Salt River.

1.2. To rezone the consolidated property from Open Space Zone 2, Transport Zone 1 and Mixed Use Subzone 2 to Mixed Use Subzone 3.

1.3. Consent to permit informal trading in the open market area on the ground floor.

1.4. Item 64(c)(i): To permit the building (between 25m and 28.7m in height above base level) at the 10th storey to be 0.2m in lieu of 2.5m from the northern common boundary.

Carriageway crossings

1.5. Item 140(2)(c): To permit a carriageway crossing to be 42.5m wide in lieu of 8m wide to allow for street parking on Bromwell Street.

1.6. Item 140(2)(c): To permit a carriageway crossing to be 28.8m wide in lieu of 8m wide to allow for street parking on Bromwell Street.

1.7. Item 140(2)(c): To permit a carriageway crossing to be 13.8m wide in lieu of 8m wide to allow vehicular access from Foundry Road.

1.8. Item 141(10(b): To permit vehicles to leave the site (parking bays) by reversing into Bromwell Street.

2. CONDITIONS OF APPROVAL IMPOSED IN TERMS OF SECTION 100 OF THE BYLAW

Consolidation

2.1. Prior to the submission of building plans, or unless determined otherwise by the Director: Development Management, the applicant/owner shall provide the necessary proof of submission of the consolidation of Erven 10559, 10560, 10561, 10562, Remainder Erf 10619, 10620 Cape Town at Woodstock, Erven 10621, 15291, 15292, 15293, 15294, 176308 (A Portion of Erf 15201) Cape Town at Salt River to the Deed's Registry.

Development plan

2.2. The building shall be generally in accordance with the plans drawn by JONO Trust Town & Urban Planning, Job 17.144, dated June 2018 (as indicated in the attached Annexure D), to satisfaction of the Director: Development Management.

2.2.1. In terms of 2.2 above, details of the building design shall include the following:
2.2.1.1. Fenestration;
2.2.1.2. Articulation;
2.2.1.3. Balconies;
2.2.1.4. Building massing;
2.2.1.5. Canopies;
2.2.1.6. Wind mitigation features,
2.2.1.7. Interaction between the historic and new buildings, as well as public realm;
2.2.1.8. Access (both vehicular and pedestrian);
2.2.1.9. Landscaping plan, as indicated in 2.3 below.

and shall be submitted to the Director: Development Management for consideration and approval [as part of a Development Management application process [Section 42(m) of the MPBL], prior to building plan submission.

Landscaping plan

2.3. A landscaping plan detailing landscaping within the public realm within the development, as well as at and around the access points with Foundry and Strand Streets, shall be designed by a qualified professional landscape architect, and shall be submitted prior to building plan submission and shall be to the satisfaction of the Director: DM, with approval prior to building plan approval.

2.3.1. The landscaping plan indicated in 2.3 above shall indicate the following:
2.3.1.1. Hard and soft landscaping;
2.3.1.2. Street furniture and street lighting;
2.3.1.3. Trees to be planted (indicating location, size, type and species);
2.3.1.4. Location of services.

2.3.2. New trees to be planted shall be indigenous and be a minimum of 1000 litres.

2.3.3. New trees planted shall be maintained by the applicant for a minimum of 24 months and watered via alternative water sources.

2.3.4. Any trees removed, destroyed or damaged to cause them to die, during the construction phase, shall be replaced by the developer at their own cost in compliance with the above conditions, to the satisfaction of the Director: DM.

2.3.5. The approved landscaping plans in 2.3 above shall be implemented by and at the owner/developer's cost within 12 month of occupancy certificate being issued.

Planning

2.4. The business premises component of the building shall be limited to 2737m² of GLA.

2.5. The floor plate layouts shall contain a mix of unit types, to the satisfaction of the Director: DM.

2.6. That the number of social housing dwelling units permitted on the site, as provided for in the Social Housing Act, shall be a minimum of 216.

2.7. That notwithstanding heights permitted in the Mixed Use Subzone 3 zoning of the Development Management Scheme, no building or structure on the property shall exceed a height of 28.7 metres from base level.

2.8. That notwithstanding the floor factor permitted in the Mixed Use Subzone 3 of the Development Management Scheme, floor factor shall not exceed 4.0.

Construction Phase Management Plan

2.9. A Construction Phase Management Plan (CPMP) shall be submitted and approved prior to building plan approval or unless determined otherwise by the Director: DM, to the satisfaction of the ED: SPE, detailing how the construction phase will be managed and its effects (i.e. noise, dust, movement of vehicles, pre-construction survey, etc.) mitigated.

2.10. The developer must submit an A3 plan indicating all elements of the CPMP.

2.11. The CPMP is required to contain, at a minimum, the following:

2.11.1. A fully dimensioned plan indicating the erf boundaries, the stockpile areas, toilet facilities during construction, entrances and exits to the erf during construction.

2.11.2. A detailed explanation on how the following issues are to be dealt with: dust control, erosion control, construction traffic (i.e. comprehensive traffic accommodation plan), demarcation of site, ablution facilities, waste management during construction, protection of sensitive features (e.g. trees), materials handling, storage and stockpiles.

2.12. The developer shall comply with, and enforce compliance by contractors, with the provisions of the CPMP during the earthworks, installation of the services and the construction of the building. The developer shall ensure that the CPMP forms part of the contractor's documentation.

2.13. The developer shall appoint, at his/her cost, a Community Liaison Officer (CLO), with appropriate qualifications for the duration of the works contemplated in the CPMP, in order to monitor compliance by all parties with the CPMP and requiring the CLO to liaise with the Director: DM (Section Head: Building Development Management) on a regular basis [as determined by the Director: DM (Section Head: Building Development Management)].

2.14. The developer shall enter into a contract with the CLO detailing the minimum hours per week the CLO must be on site and conferring the power on the CLO to stop the construction on site if there is noncompliance with the CPMP.

2.15. The developer is obliged to comply with the CPMP and ensure that the contractors (including sub-contractors) comply with the CPMP.

Engineering services

2.16. The developer shall be responsible for all costs incurred in respect of the upgrading, extension, deviation, connection or removal of any existing stormwater, sewerage, electricity, roads or other services or works whether on the property of the Council or any other body having the authority so to require as a result of the development of the property concerned and for any connection costs in respect of such service or works.

2.17. Detailed engineering services plans be prepared by a professionally registered engineer and submitted prior to the commencement of any works, the satisfaction of the Commissioner: TDA.

2.18. All electrical points of supply shall be consolidated into a single supply per consolidated erf.

2.19. All metering equipment shall be accommodated in a location directly accessible from public road, i.e. on the erf boundary adjacent to the road reserve and at street level, subject to departmental requirements. Metering requirements must be resolved in consultation with the Electricity Services Department, prior to commencing construction.

2.20. An electrical substation may be required to be installed on the property, such a substation shall be accessible from a public road to the requirements and approval of the Director: Electricity Services.

Development Contributions

2.21. The owner shall pay a development charge (DC) in accordance with the Development Charges Policy for Engineering Services for the City of Cape Town. The total amount payable for the proposed land use right in accordance with the attached DC calculation is R5 554 120.55. It must be noted that this amount is calculated for the period up until 30 June 2019 and that the amount due will be escalated annually with the Construction Price Adjustment Formula (CPAF) using the industry indices of StatsSA. The DC's will be payable prior to approval of building plans.

Wed 17-Apr-2019 14:38

Shanine Julius

Appeal right Notice Erf 15294 Salt River

To

Bcc 'ute kuhlmann'; 'SAAYL '; 'The Market Deli '; 'Sbongile Thaphu'; 'Mark Job'

DOC160419-16042019151858.pdf
.pdf File

Good afternoon

Please see attached notice for your attention.
Kindly note that the closing date for response is 8 may 2019.

Kind regards

Shanine Mackenzie
Designation: Customer Interface, Table Bay District
Department, Spatial Planning and Environment Directorate

2nd Floor, Media City Building
Cnr of Heerengracht and Hertzog Boulevard, Cape Town, 8001
Tel: 021 400 6507 | Email: shanine.julius@capetown.gov.za | Web: www.capetown.gov.za
Report a fault | Enquiry | 0800 65 64 63 (free call 24/7)

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD