1.1 PURPOSE OF APPLICATION

The purpose of this report is to provide the necessary background information and arguments to motivate the approval of a mixed-use development, see Figure 1.1.3 to facilitate the submission of building plans.

The proposed building comprises 8 storeys above ground containing 274 m² business and 498m² communal space, 189 student units, 219 flats and 36 duplex units, and 326 underground parking bays.

The small business and communal component will be located on the ground floor together with 18 of the duplex units.

The building complies largely within the zoning rights and development rules of its existing zoning, namely MU2.

However, due to the fall of the site and a large "scalloping" of the permitted development envelope to create an appropriate interface with the row of single dwelling Victorian residences across Blake Street on its western boundary the proposed building marginally exceeds the height, floor space and building line setback development rules, for which departure applications are required.

A parking departure is also required.

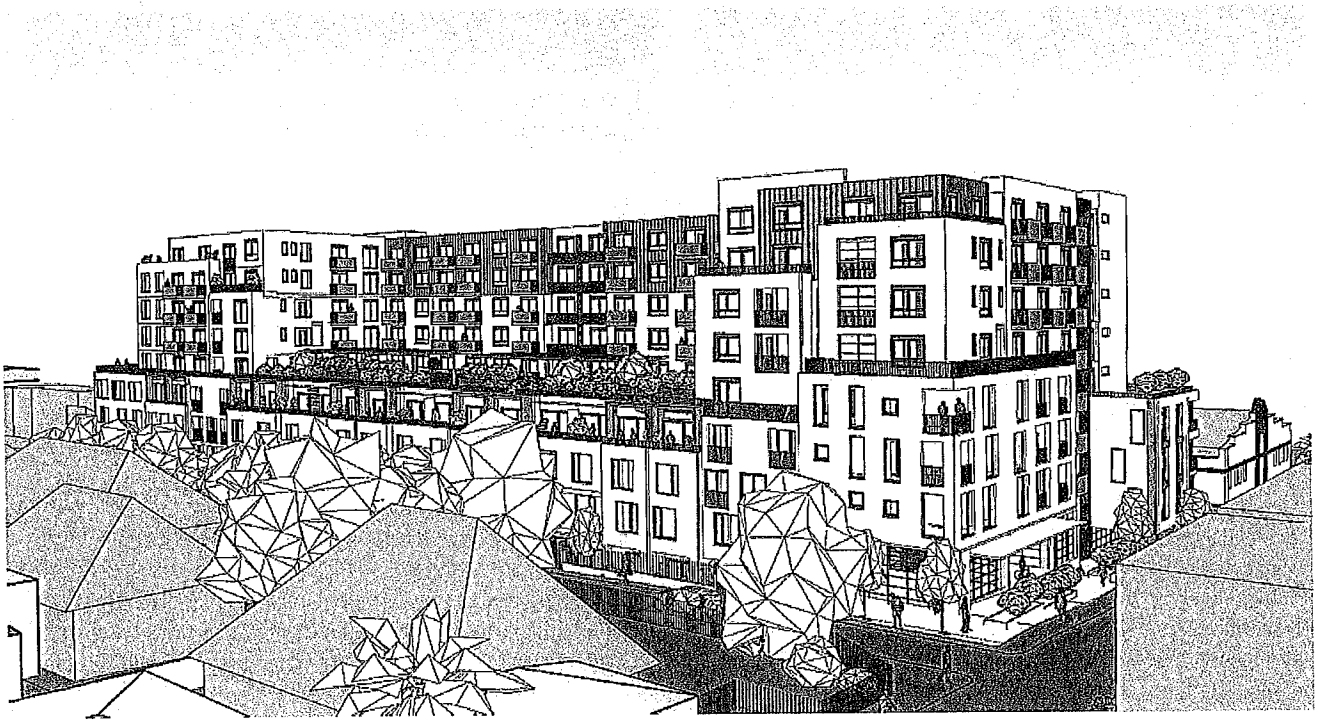
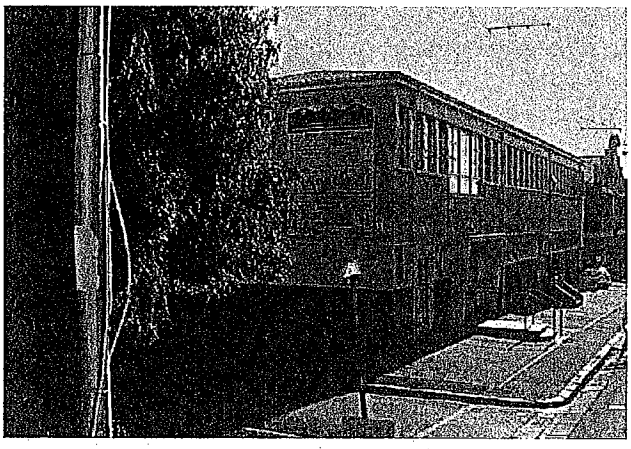


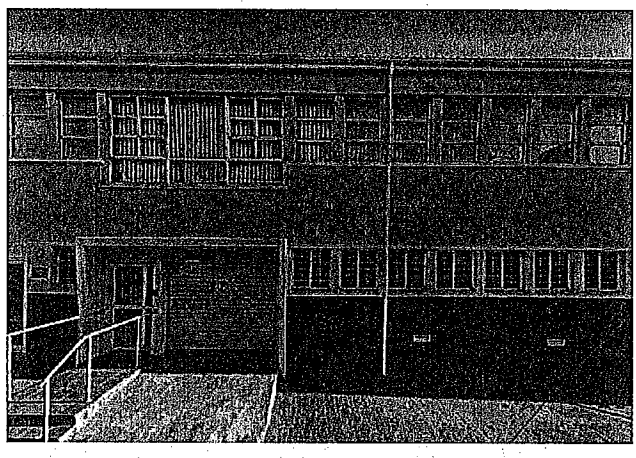
Figure 1.1.3 Proposed Building

1.2 EXISTING IMPROVEMENTS

The property concerned currently contains a two-storey industrial building. A Heritage Impact Assessment, see Annexure J, and application for a Demolition Permit in terms of Section 34 of the HRA has suggested that the building does not have sufficient merit to warrant its retention and it is proposed to be demolished.

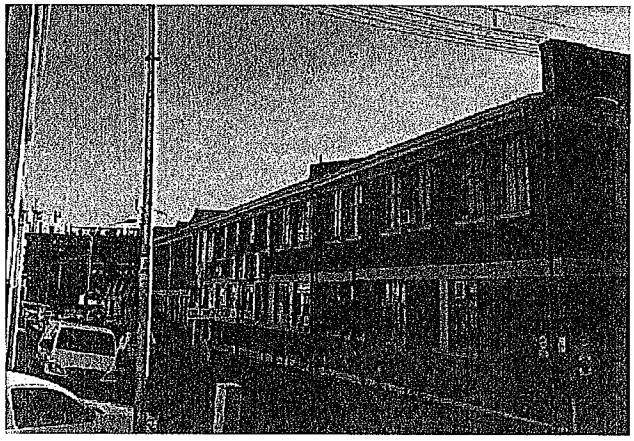


a) View of property concerned from Corner of Collingwood Road and Blake Street



b) Front view of property concerned from Collingwood Road looking towards the north

c) Looking along Blake Street, in view of the western edge of the property.



d) View of property to the east of property concerned, from Collingwood road towards Seymour street

Photo 2.1 View of existing buildings on property (Google Street-Views, 2019)

1.3 PUBLIC PARTICIPATION

Section 82 of the MPBL states that the council MUST require notice to be served for rezonings, subdivisions, consolidations, amendment of conditions, and removal or amendment of title deed conditions. This application is only for departures as will be seen in section 3 of this report and, therefore, it is not mandatory for it to be advertised, although section 81(2) gives the City discretion to require advertising of other applications if it is deemed necessary.

Nevertheless, in the interests of transparency a preliminary meeting was held with the Observatory Civic Association, see Annexure N. Its concern centred mainly around the scale of the building. It was clear that the fact that the property concerned lies within a band of Mixed Use Two zoned properties, and that the proposals were largely in accordance with its existing rights with only minor departures required was not fully appreciated at first. It will be seen that throughout this report reference is made graphically and in the text to the existing rights of the property concerned.

It is also intended to coordinate the advertising process with the heritage advertising process so as to lessen the burden on the public.

2. SITE DESCRIPTION

2.1 PROPERTY CONCERNED

Figure 2.1.1 shows the property concerned. It is largely flat, falling 2.5 m to its lowest point in the north east corner. Its dimensions are: North: 44.2m (17.4m + 26.8m), East:102.5m, South: 44.1m and West: 97.8m

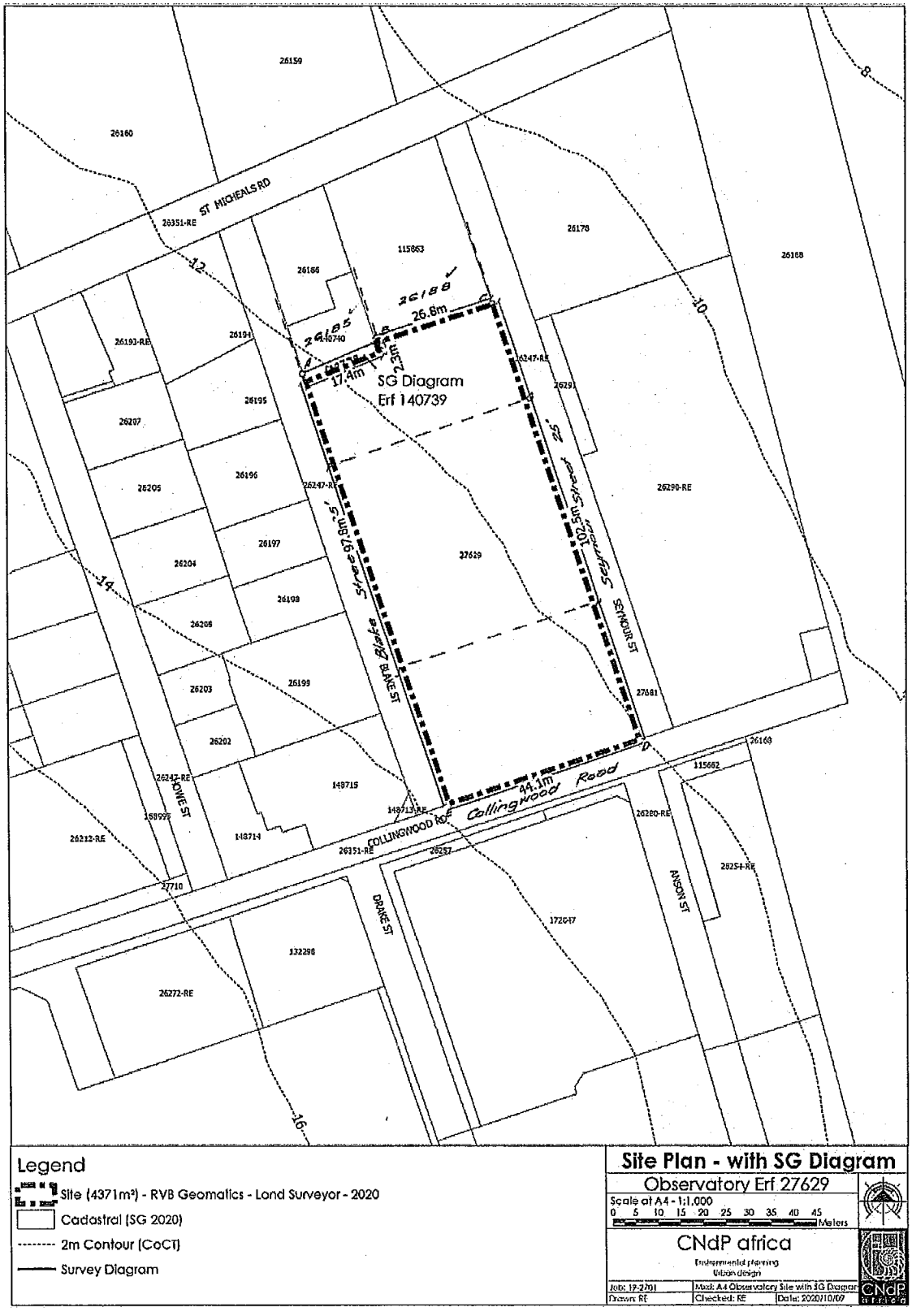


Figure 2.1.1 The Site

2.2 SURROUNDING LAND USES

In terms of land-uses, the site is currently consisting of various offices and serves as a commercial building surrounded by the following land-uses which include the following, see figure 2.2.1

- Transport to the west, south and east of the site
- Commercial abuts the northern common boundary of the site, across the road to the east and across Seymour Street to the south
- Residential across Blake street to the west of the site
- Religious (Church) is located south-west of the site, south of Collingwood Road.

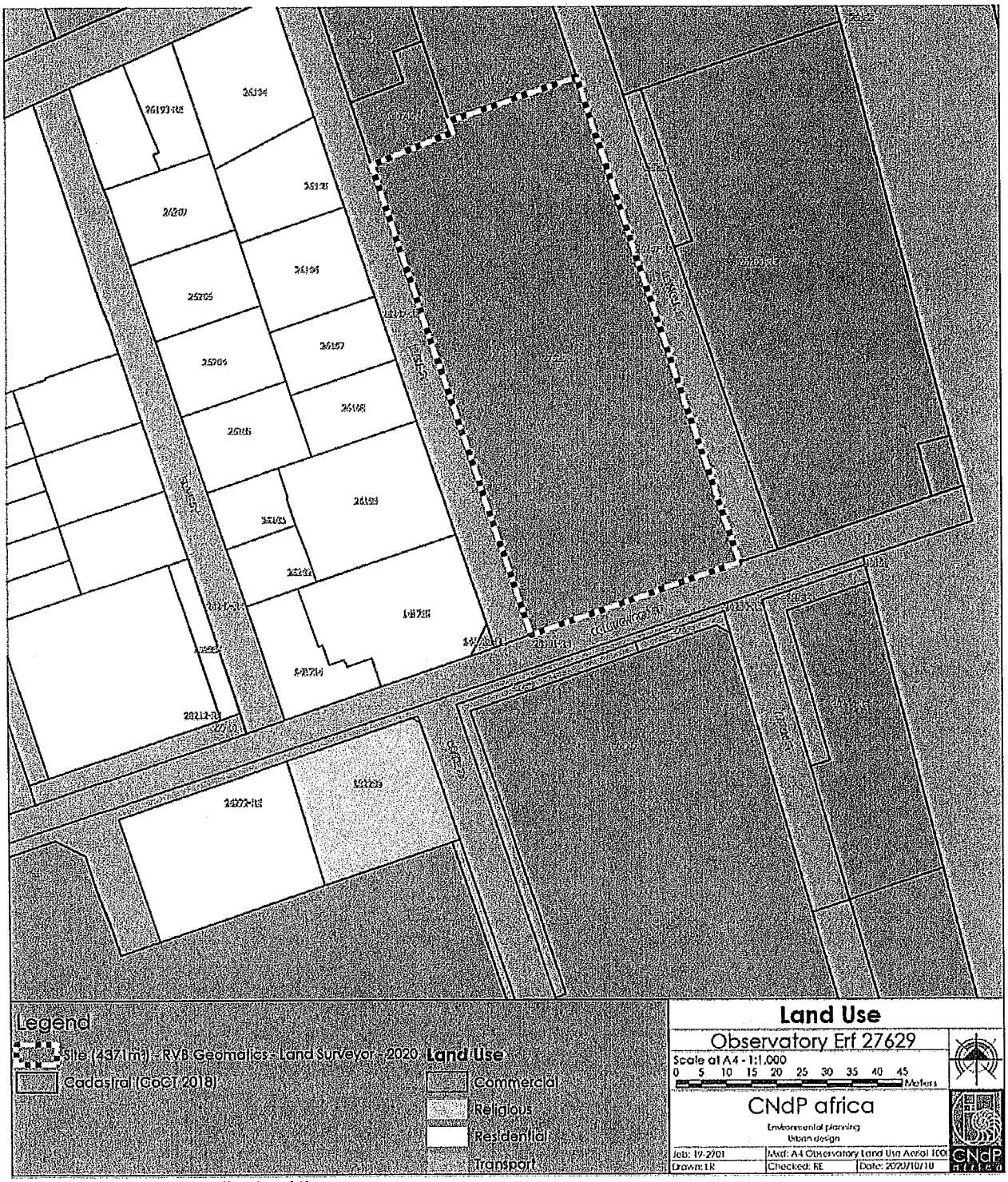


Figure 2.2.1 Surrounding Land Use

2.3 SURROUNDING ZONING

The site is surrounded by various use zones which include the following, see Figure 2.3.1.

- Mixed-use Two (MU2) on the northern and western boundaries
- Transport Zone 2(TR2) on the eastern, southern, and western boundaries with Mixed Use 2 (MU2) across the road on the eastern boundary
- General Residential 2 (GR2) across Blake Street to the west of the property concerned

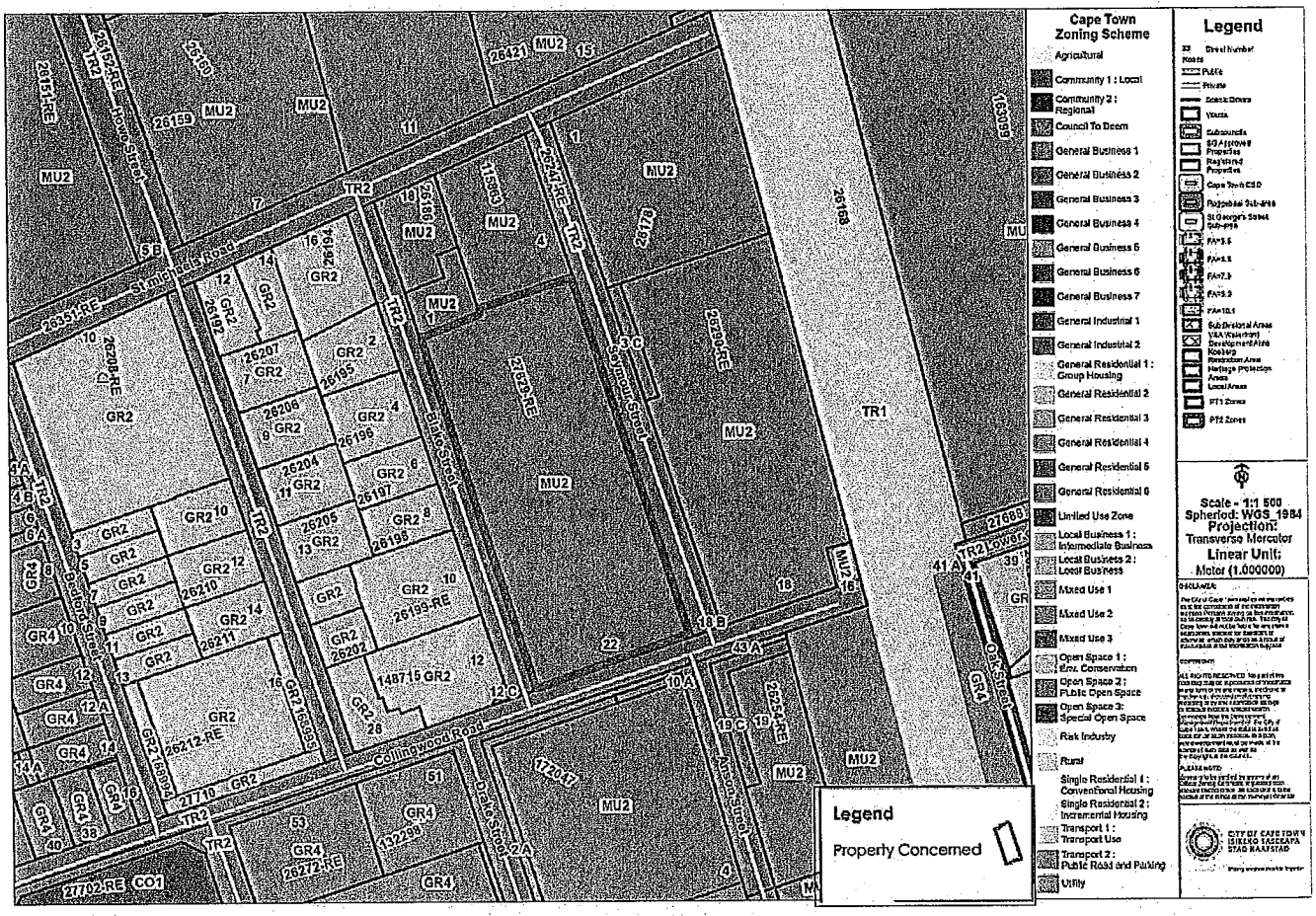


Figure 2.3.1 **Surrounding Zoning** (ref: CoCT Online Zoning Viewer, 2020)

Implications:

Figure 2.3.1 shows that the property concerned falls within a large swathe of MU2 zones with significantly greater existing rights in terms of height and floor space than the GR2 zones to the west.

However, while development on the property concerned will attempt to utilise its existing rights to the full, as it is entitled to, it will also endeavour to provide a sensitive interface with the General Residential properties to the west, see Figure 2.3.2.

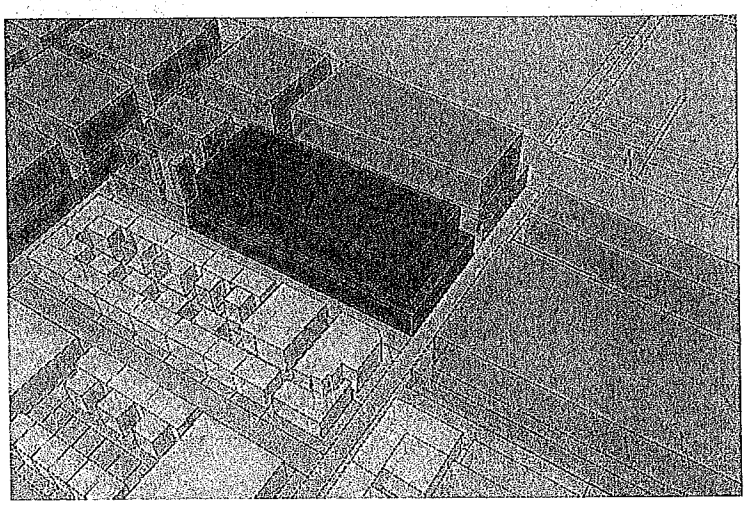


Figure 2.3.2 **Surrounding Zoning Envelope**

2.4 SURROUNDING OWNERSHIP

As previously mentioned, the property concerned is owned by Collingwood Property Developers Proprietary Limited, see Annexure D.

The surrounding properties are privately owned with the public streets owned by the City of Cape Town, see Figure 2.4.1.

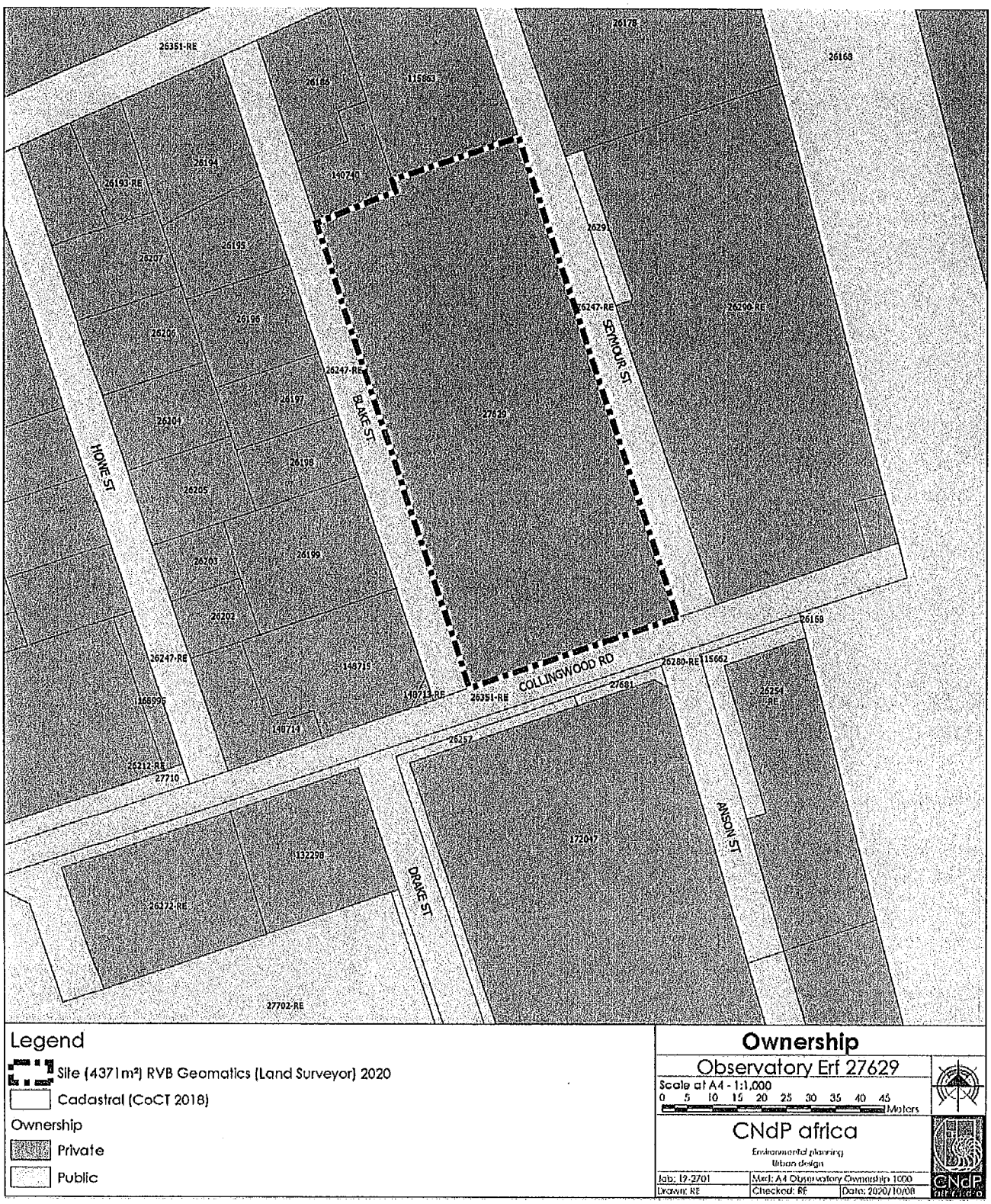


Figure 2.4.1 Ownership

3. THE APPLICATION AND REQUIRED APPROVALS

Sections 3.1 and 3.2 below set out the urban design and heritage indicators with which the proposed building should align. These are described more fully in the urban design statement (Annexure M) and Heritage Impact Assessment (Annexure J).

Section 3.3 describes the proposed building, see also Annexure H.

3.1 URBAN DESIGN INDICATORS, see Annexure M

Note: all drawings in this section show current development rights in terms of the existing zonings.

3.1.2 Building: General Responses, see Figure 3.1.1

- Frontages should be as active as possible on the ground floor responding to the different characters of the abutting streets.
- Dead facades at street level should be minimised.
- The primary Collingwood/Blake Street corner should respond to the diagonal orientation of the main entrance to the New Apostolic church facing the proposed building. Unexpected responses like this help to create character and sense of place.
- Therefore, this corner should be strongly articulated, while at the same time its vertical scale should perceptually lowered so that it does not disproportionately overpower Blake Street. This can be achieved by the corner being perceived to be not higher than 4 storeys by using lighter, more dominant colours and materials up to this level and darker, more recessive colour and materials above this level. Setting floors back above the 4 storey level will also assist.
- Blake Street and Collingwood Street elevations have very different characters which require an equally different response to these elevations in the proposed building.
- Blake Street's western boundary comprises single residential Victorian bungalows (albeit under a GR2 zone: Max height of 15m – unlikely to be permitted) within the HPOZ.
- Seymour Street is very different with both sides flanked by MU2 zones with a max height of 25m.

3.1.2 Blake Street: Urban Character Transition Zone, see Figure 3.1.2

- Blake Street has a completely different character to Seymour street.
- Instead of MU2 zoning and industrial buildings on both sides, its western edge comprises a street of Victorian single storey villas with a line of mature street trees.
- Blake street is also the boundary of the HPOZ.
- Thus, the western boundary of the property concerned faces a considerable challenge in how to resolve this elevation in the context of an MU2 zone on one side of the street while appropriately deferring to a significant, much less intense change in urban context on the other just within the boundary of an HPOZ.
- The rhythm of the articulation of the Blake Street elevation of the proposed building should respond to the differing rhythm of the separation between the houses across the street.
- Therefore, this elevation should have a strong residential character including individual pedestrian direct street access though garden gates from the ground floor units
- There should also be a response to the reduced height of the Victorian buildings. This can be appropriately achieved by prominently articulating the 4.5m set back after 10m height restriction of the MU2 zoning.

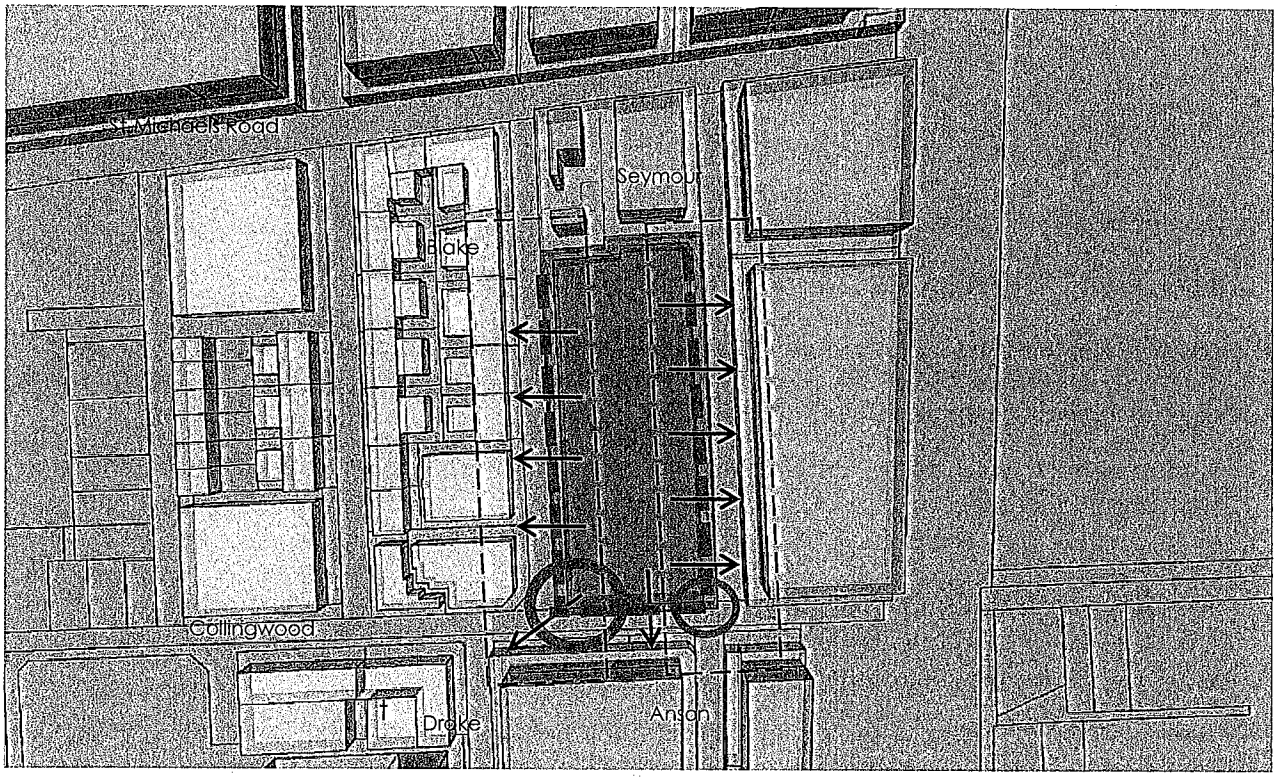


Figure 3.1.1 **Plan view: urban design response to context and opportunities**

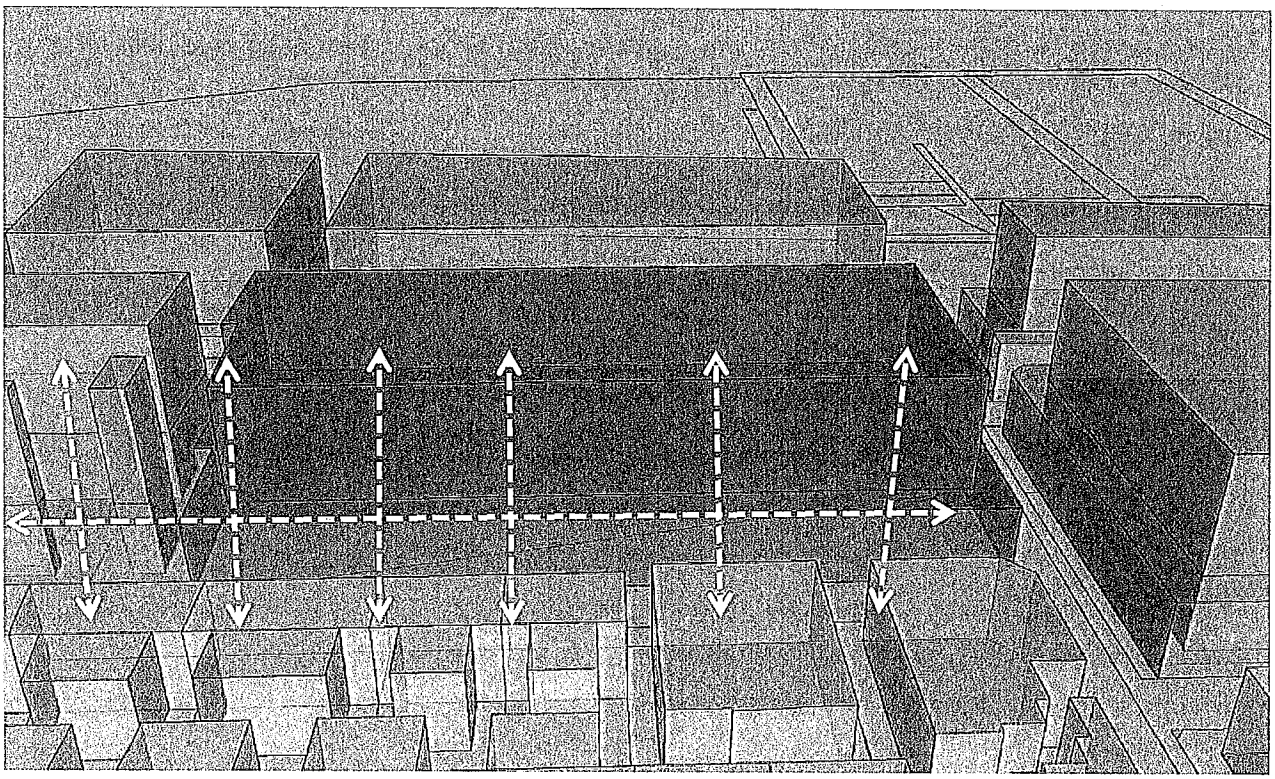


Figure 3.1.2 **Blake Street: response to building rhythm and scale of Victorian bungalows in HPOZ opposite**

3.1.5 Collingwood/Blake Streets: Primary Corner, see Figure 3.1.3

- Most residents and visitors approaching the site by vehicle or on foot will do so from Station Road into Drake Street alongside the Observatory Village Green and then turn right by the New Apostolic church into Collingwood Road at which point, at the intersection of Blake Street, this corner will provide them with their first impression of the proposed building.
- This corner is important to celebrate and significantly differentiate from the remainder of the building while still being part of it both in appearance and with higher intensity activity, e.g., convenience business – coffee shop.
- The ground plane of Collingwood Road from Drake Street to the Collingwood Road/Blake Street intersection should be paved to read as a square or plaza thus further accentuating the importance of this corner. This will also have the added benefit of emphasizing the pedestrian dominance of this space and, thereby, perform a traffic calming role.

3.1.6 Northern Boundary, see Figure 3.1.4

- Unlike the other three boundaries of the site which abut streets, the northern boundary forms a common boundary with two other properties also zoned MU2.
- Care must be taken with this North facing interface.
- There is a 0m set back from the common boundary for the first 10 m after which the building must be set back 4.5m thereby allowing North light. Into the building.

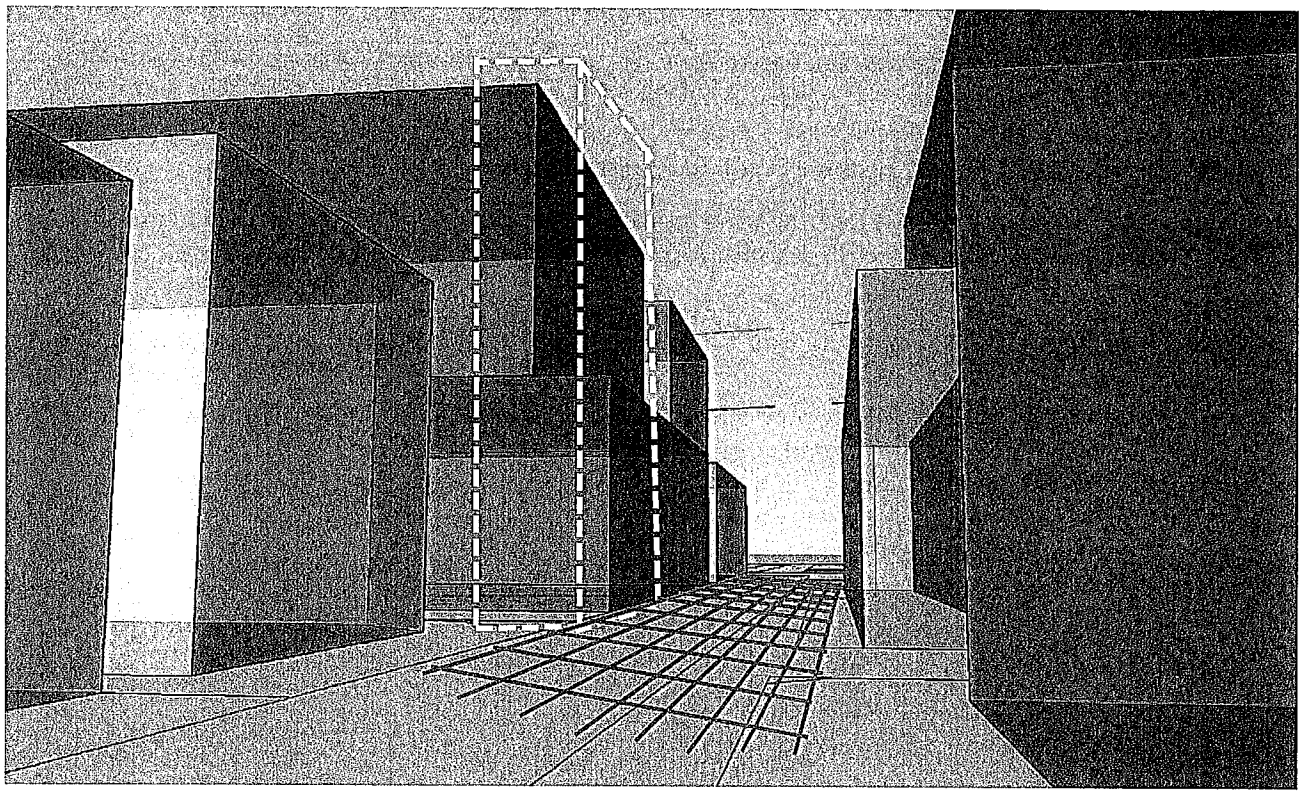


Figure 3.1.3 Looking east along Collingwood Road from New Apostolic Church: first impression of building – prominent corner

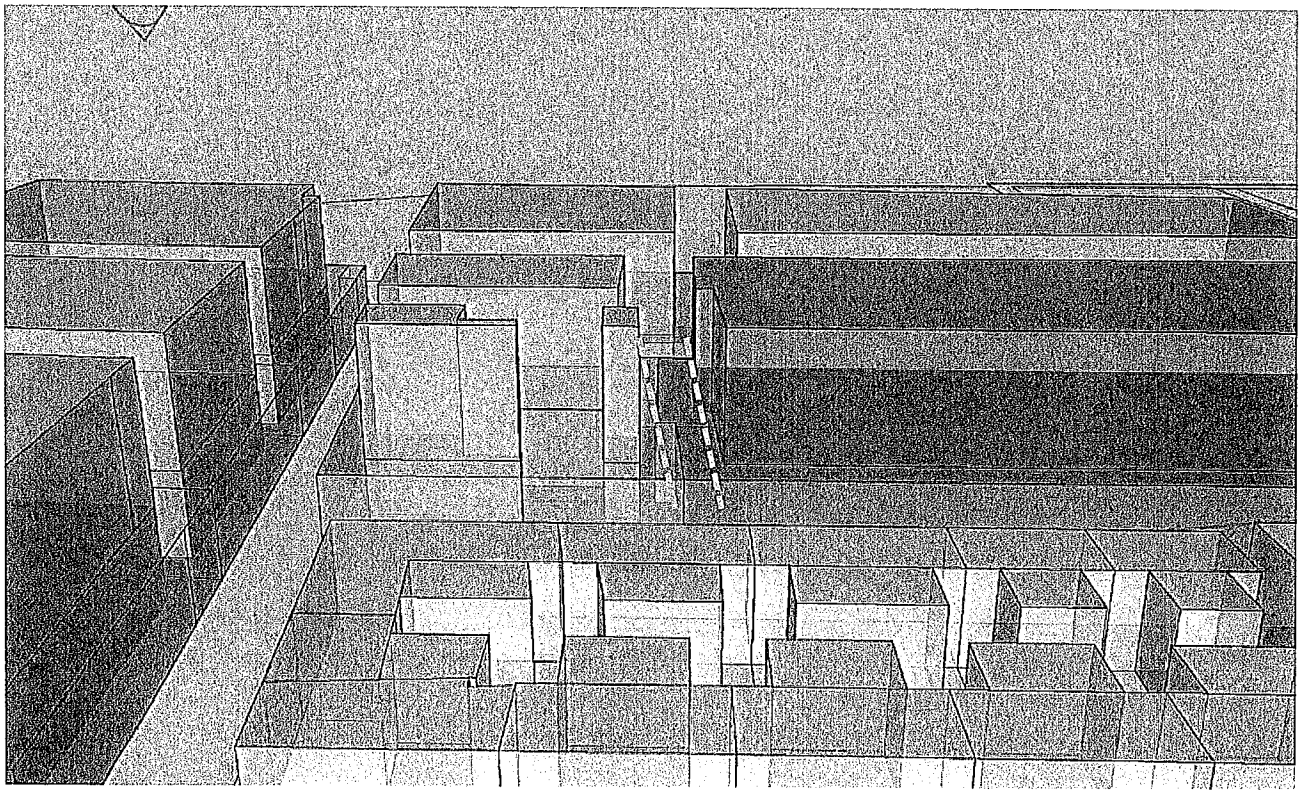


Figure 3.1.4 Northern boundary: encourage separation along common boundary

3.1.5 Collingwood/Seymour Street Corner from Anson Street, see Figure 3.1.5

- The secondary corner of the proposed building; namely Collingwood/Seymour Street, is somewhat hidden from its main direction of approach along Anson Street.
- This street has the most direct pedestrian access from the nearby rail station. (note, the suburban rail service to Observatory station is operating way below its capacity and this is likely to continue for the foreseeable future.) Should the service improve this access to the building will increase in popularity.
- This corner required emphasis but not to the extent of the Collingwood Road/Blake Street interface as it is a secondary corner which will only really be experienced by rail commuters returning to the building.

3.1.6 Collingwood Road Cross Section, see Figure 3.1.6

- Collingwood Road is a wide street which creates a visual axis with Table Mountain;
- Thus, it engenders a strong sense of place located in this part of Observatory and anchored on its view of Devils Peak.
- To not distract or obscure this view the proposed building should remain largely within the existing Street Boundary Building setback lines

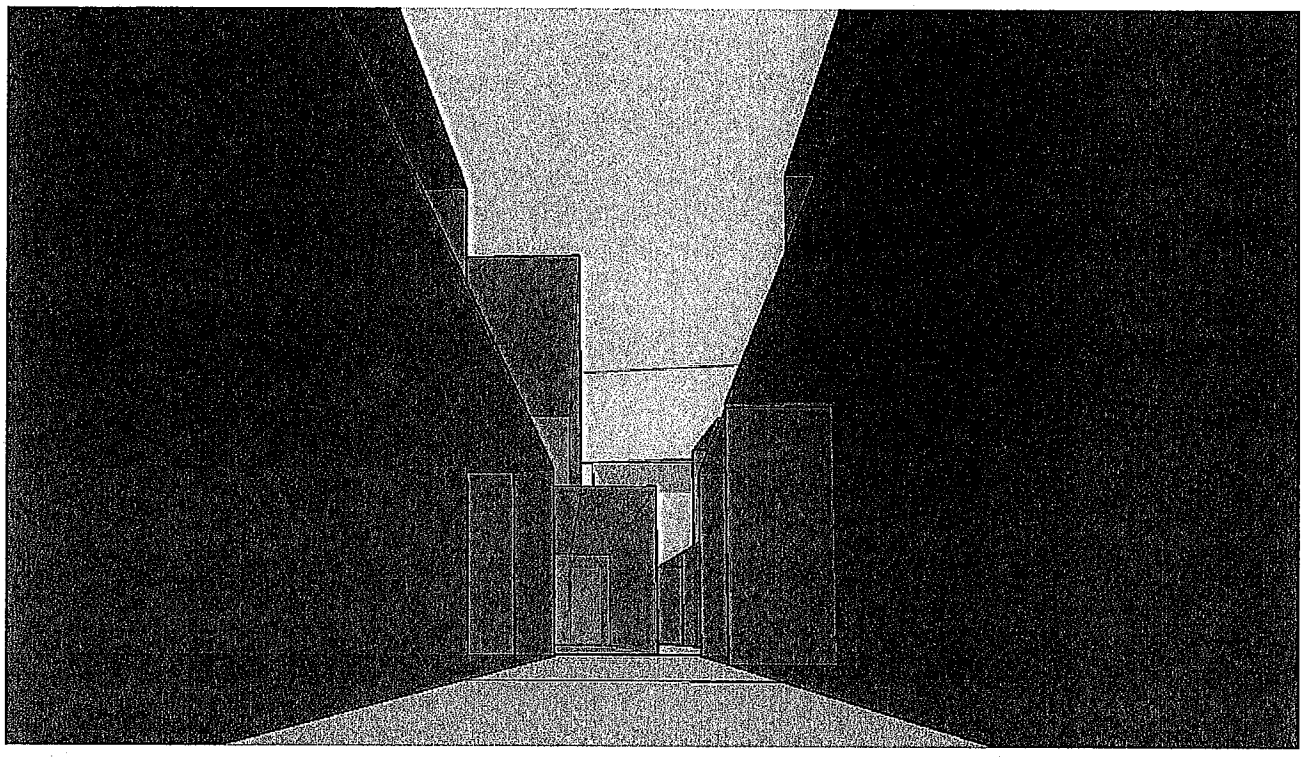


Figure 3.1.5 Anson Street: looking north: Looking north to Seymour corner of building

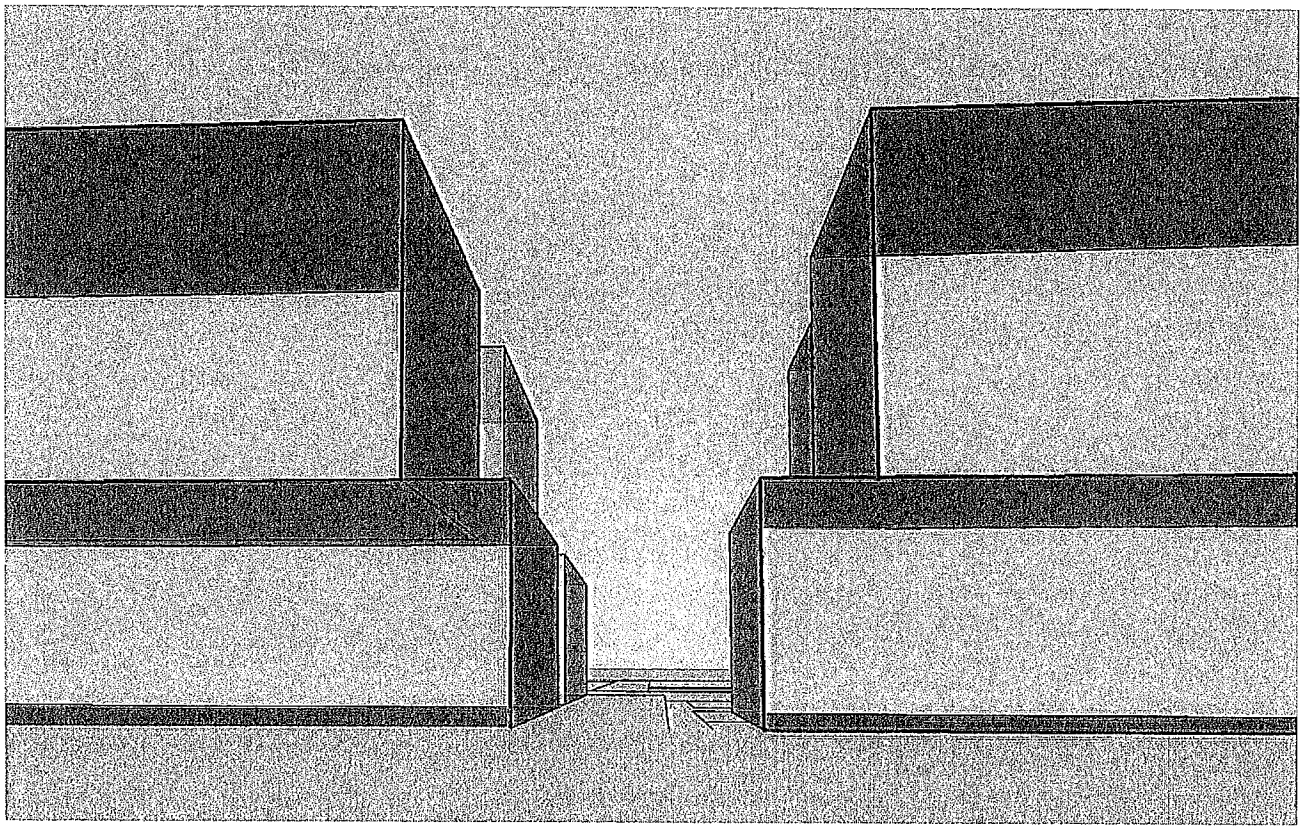


Figure 3.1.6 Collingwood Road: looking east towards the railway line – existing street boundary set back lines

3.1.7 Seymour Street Cross Section, see Figure 3.1.7

- Seymour Street currently comprises a long narrow north – south roadway that provided access to the previous industrial activities on either side.
- This street has the most direct pedestrian access from the nearby rail station via Anson street. It's intimate scale provides potential for a pleasant pedestrian dominant thoroughfare.
- Care must be taken to ensure that there are lively activities at street level and the length of dead facades providing service or plant access minimised.
- Careful articulation of the elevations along this street, particularly as the building approaches its higher storeys, which should be set back where possible so as to avoid a future canyon effect, is necessary.
- This can be avoided by ensuring that the cross-section to height ratio is under 1:2, see Figure 3.1.7.
- Figure 3.1.7 illustrates the important role that the 4.5m set back after 10m plays in ensuring this ideal street cross section. It also illustrates how cutting into the buildings, for example, with a pedestrian colonnade at ground level, helps to achieve the overall ideal proportions of a street with 25m maximum building height on either side.

3.1.8 Blake Street Cross Section,, see figure 3.1.8

- As mentioned above Blake Street has a completely different character to Seymour street.
- Instead of MU2 zoning and industrial buildings on both sides its northern edge comprises a street of Victorian single storey villas, zoned GR2 but following SR1 development rules with a line of mature street trees.
- This enables westwards views of Devils Peak almost from ground level from Erf 27629.
- Blake street is also the boundary of the HPOZ.
- Its cross section is asymmetric with one side lower than the other.
- This creates a great design opportunity for the property concerned as it creates the opportunity for the building to be a great terrace offering views of Devils Peak and Table Mountain to the east;
- It also ensures that exiting building's residential views of the mountain will not be blocked;
- In addition to articulating the Blake street façade to respond to the rhythm of the Single Dwelling buildings opposite its levels above 10 metres should be significantly set back. This will enable to the Blake Street elevation of the building to respond meaningfully to the reduced scale and height f the Victorian residential villas opposite.
- Thus, the western boundary of Erf 27629 faces a considerable challenge in how to resolve this elevation in the context of an MU2 zone on one side while appropriately deferring to a significant much less intense change in urban context on the other.
- To resolve the interface across this considerably different change in urban character the proposed building will need to respect the scale of the buildings in the heritage zone on Blake Street's west aide.
- The proposed building should be set back as per the existing Street Boundary set back line.
- Appropriate colours and materiality will help to lower the perceived scale of the building.

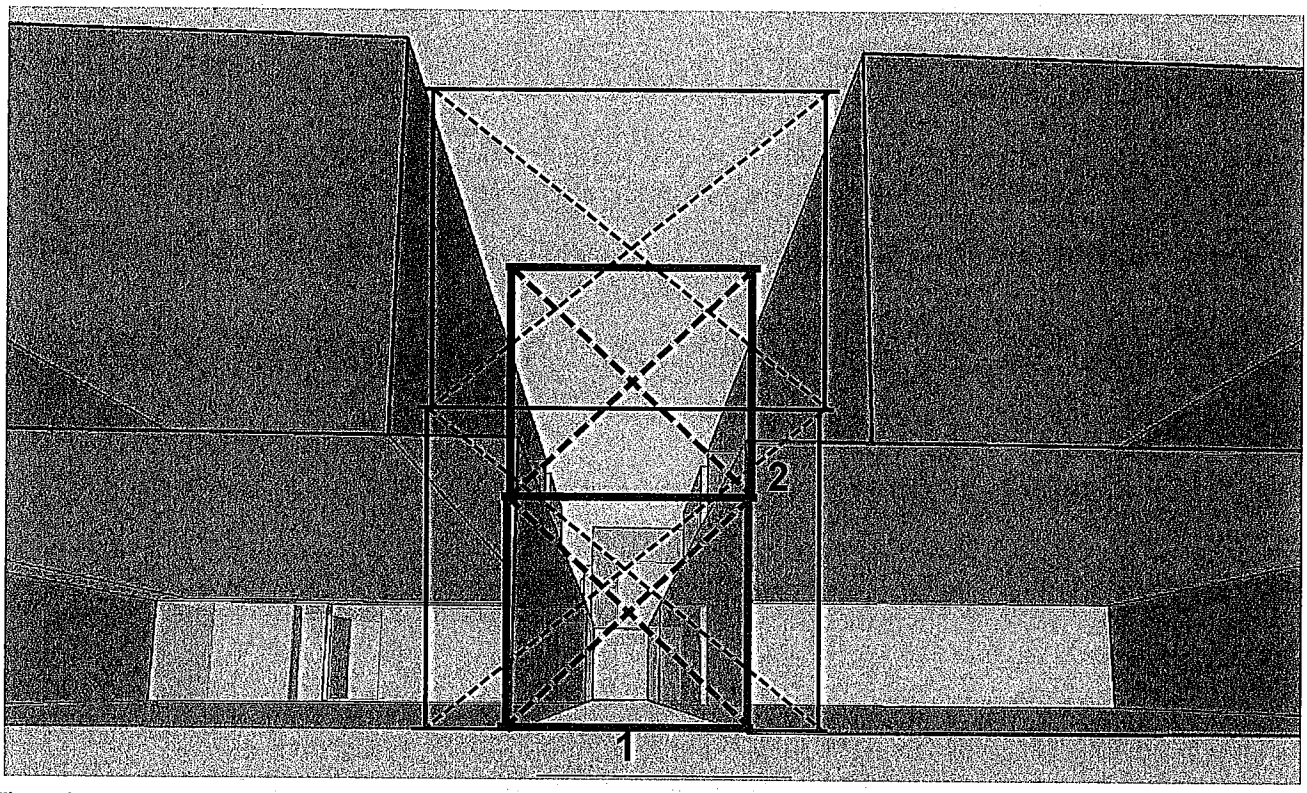


Figure 3.1.7 Seymour Street: looking north: ideal cross-section/height ratio

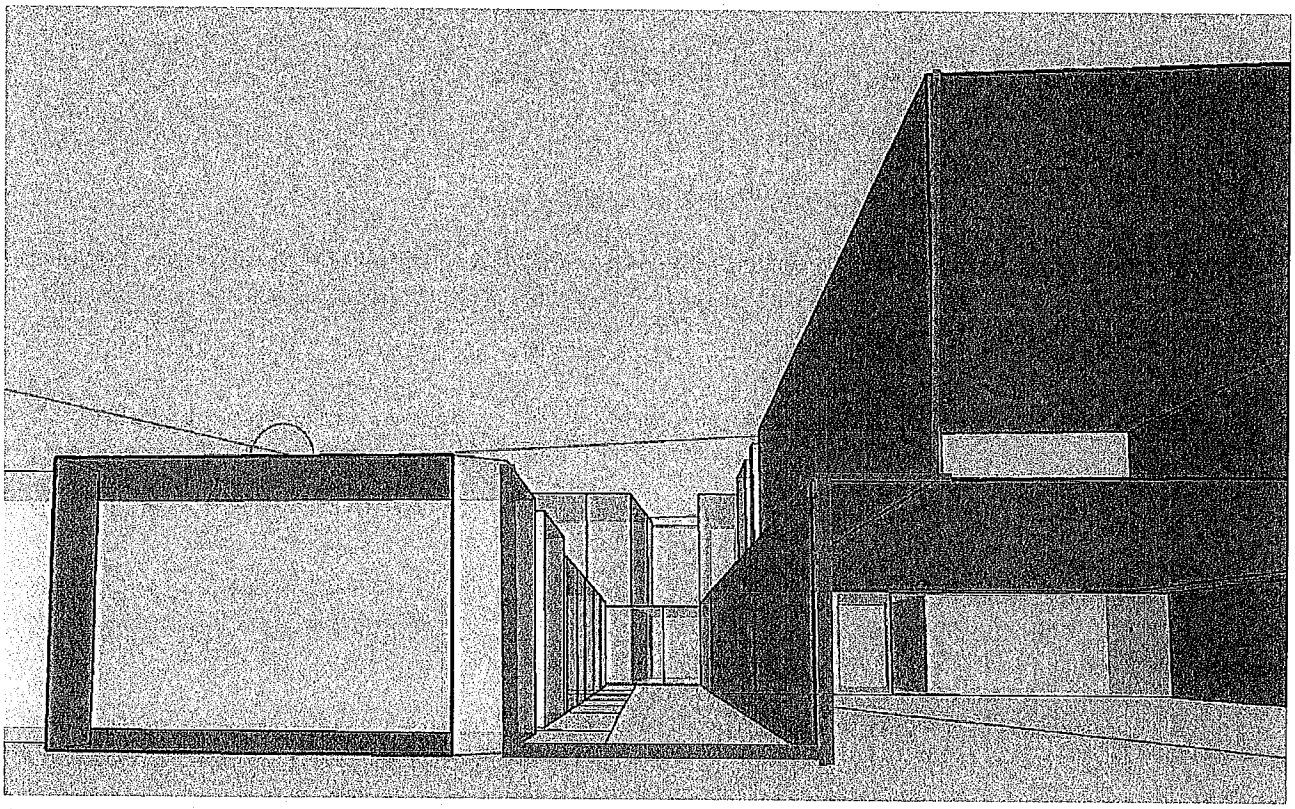


Figure 3.1.8 Blake Street: podium cross-section to be sympathetic to residential interface

3.2 HERITAGE INDICATORS, see Annexure J

3.2.1 Urban Usage Responses

The main entrance should be on Collinwood Road, to respond to the New Apostolic Church.

Parking: Vehicle entrance to garaging to be on Seymour Street and not residential Blake Street. Any parking to be internalized, best placed underground, and not placed on ground level.

Commercial Uses: Incorporate small business space(s), lounges and other communal amenities close to entrance.

3.2.2 Historic Cadastral Divisions Support Finer Grain

The replacement building's architectural design along Blake Street should respond to the historic cadastral grain in vertical separation and fragmentation, setbacks and solid/void and depth.

3.2.3 Building Alignments, Placement, and Setbacks

The proposed building mass to be setback along Blake Street, with planting and landscaping. Investigate unit typologies which have semiprivate front gardens including front doors with permeable boundary treatment. The massing and form should be largely orthogonal.

3.2.4 Street Interfaces

The Blake Street interface should be set back from the boundary and incorporate landscaping, both hard and soft to mediate the new building interface with the prevailing low historic spatial character.

3.2.5 Building Form and Massing

The large site can accommodate an assembly of architectural parts to assist with visual scale and massing.

3.2.6 Height

The height along Blake Street to be a transitional height of maximum four storeys with a substantial setback depth for the rest of the building(s) massing toward Seymour Street edge.

3.2.7 Architectural Quality and Elaborated Features

The material palette to be limited but carefully considered which resonate with the surrounding built fabric.

3.3 PROPOSED BUILDING

3.3.1 Building Description

- The proposed building is a 9-storey mixed-use business /residential building (including student accommodation) of 444 units (255 flats and 189 student units) with a proposed Floor Space of 18 954m². This comprises an 8.4% increase over the permitted Floor Space of 17484m².
- Its design has gone to considerable effort to respond to the Urban Design and Heritage indicators see sections 3.1 and 3.2, while interpreting the program so as to ensure a viable project. Figure 3.3.1 shows an artist's rendering of how the building will look to a person turning from Drake Street into Collingwood Road for the first time.

Table 3.3.1 below summarises the building's program.

22 COLLINGWOOD RD: BUILDING SUMMARY	GROSS CONSTRUCT AREA (GCA) (m²)	FLOOR SPACE (m²) (GCA-10%)	BUSINESS (m²) GLA	COMMUNAL (m²) GLA	LOBBY (m²) GLA	STUDENT UNITS	STUDENT BEDS	FLATS	FLAT BEDS	DUPLEX	DUPLEX BEDS
8th Floor	1995	1435						30			
7th Floor	2072	1751						41			
6th Floor	2103	1763						41			
5th Floor	2153	1763						41			
4th Floor	2153	1822						43			
3rd Floor	2887	2601				50	56	36		17	
2nd Floor	3105	2796				76	83				
1st Floor	2808	2425				63	67			19	
Ground Floor (U)	2196	2428	59		35			23			
Ground Floor (L)			215	498	114						
Basement -1	1768	46									
Basement -2	1712										
Basement -3	1692	123									
Basement -4	1787										
Basement -5	1768										
TOTALS	30199	18954	274	498	149	189	206	255	0	36	0

Table 3.3.1 Building Program

- The proposed building's maximum height above EGL is 27.45m, This is a less than 10% increase above the maximum permitted height, 25m, of a building zoned MU2.
- Figure 3.3.2 shows conceptually how the building will largely comply with its existing zoning rights envelope.
- It can be seen that the building largely conforms with its existing rights, except for minor technical departures arising from the site's .sloping EGL. and the need to rearrange the floor space back towards Seymour street so as to drop and pull back the building from its zoning envelope along Blake Street so as to create a stepped down interface to the Victorian villas opposite, see also Figure 3.3.3.
- Figure 3.3.1 shows how the Collingwood Road/Blake street corner has been accentuated in line with the Urban Design indicators, see section 3.1
- Internally, the building is wrapped around a central courtyard open to the sky. In addition, the northern façade has been pulled back to include the internal courtyard, see Figure 3.3.4.
- Figure 3.3.5 shows conceptually how at ground floor, the proposed building will thread itself into and create the pedestrian movement pattern in and around the building.
- A key aspect to the building giving to and creating a positive pedestrian realm on the abutting streets will be strategically extending paved footways across the roadways opposite the pedestrian entrances in the form of flush paving bands or, ideally, speed tables. Collingwood Road from the forecourt of the New Apostolic Church on the corner of Drake Street to the primary pedestrian

entrance of the proposed building on the corner of Blake Street should also be paved, see figure 3.3.5. The northern façade has also been pulled back to create a sunny pedestrian courtyard.

See also plans, sections, and elevations, Figures 3.3.5 to 3.3.26. and architects report in Annexure H.

Figure 3.3.1 **View of prominent corner: Collingwood Road and Blake Street**

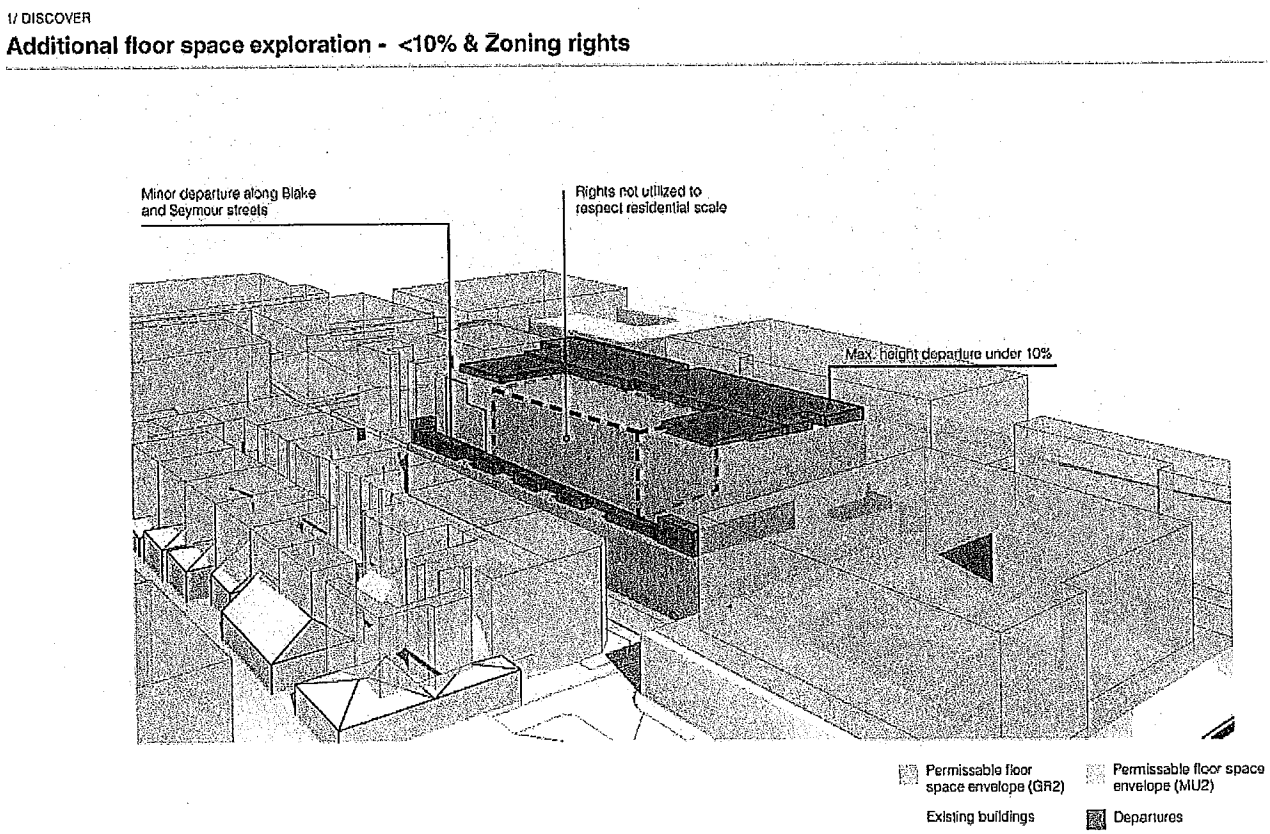


Figure 3.3.2 **3D view showing permitted building envelope, volume of floor space not utilised to create sympathetic interface along Blake Street and departures required to take into account sloping EGL**

Figure 3.3.3 View over Blake Street showing the building's façade and ground floor duplex units with individual front yards

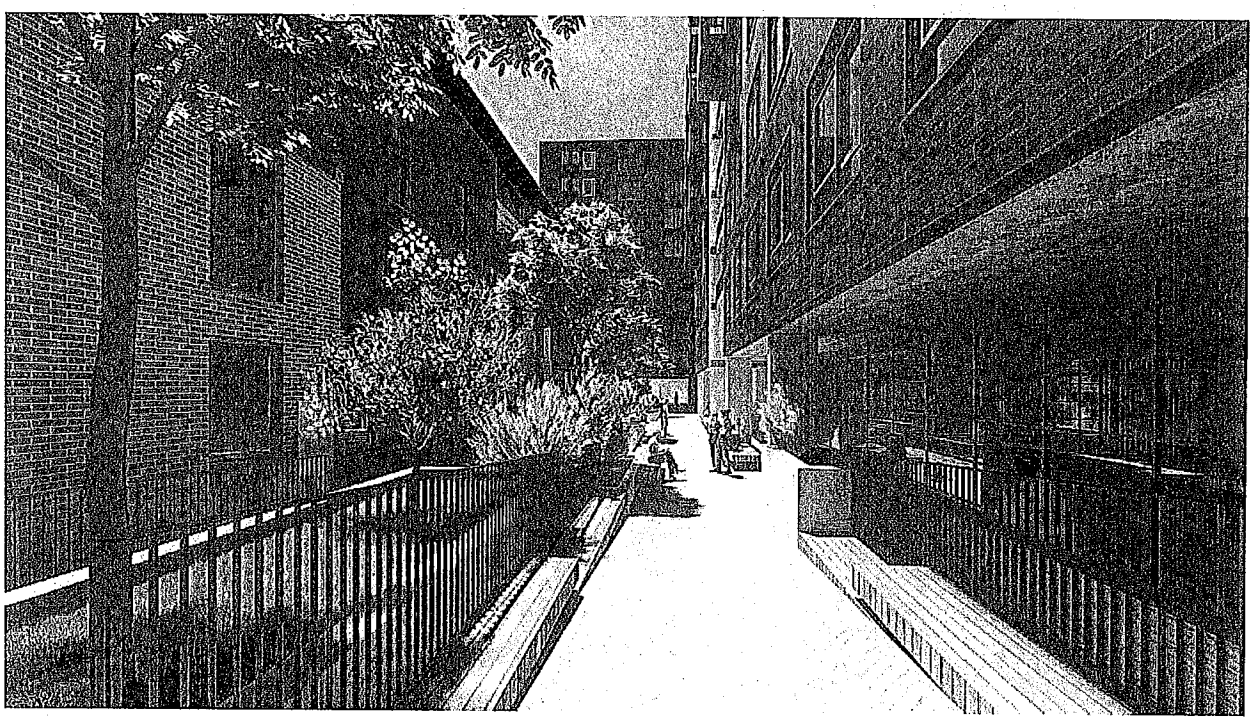


Figure 3.3.4 View of internal open to the sky courtyard showing rear of duplexes facing Blake Street to the left and main slab block building facing onto Seymour Street to the right

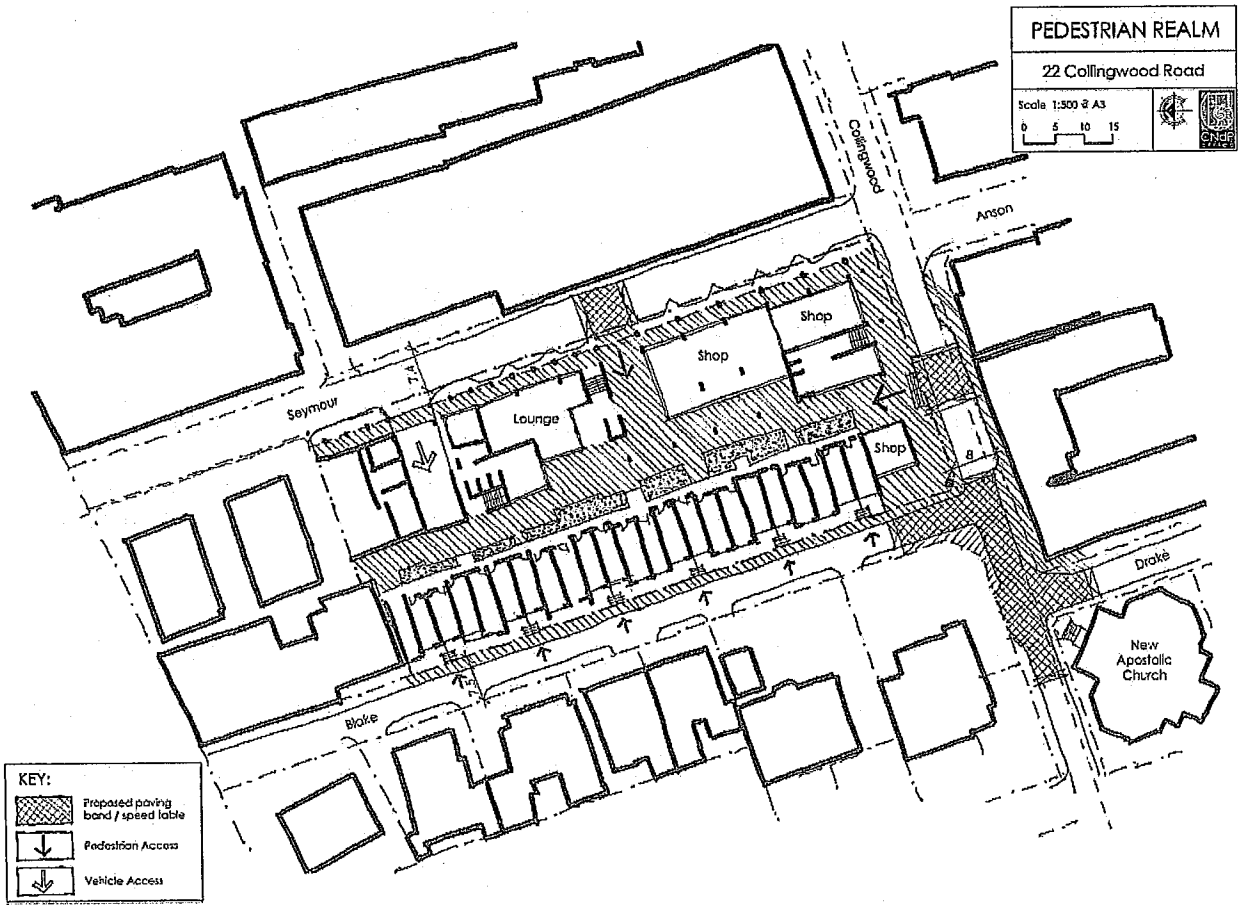


Figure 3.3.5 View of internal open to the sky courtyard showing rear of duplexes facing Blake Street to the left and main slab block building facing onto Seymour Street to the right

- Figures 3.3.6 to 3.3.21 show the proposed plans, sections, and elevations. It consists of residential apartments, student units and business (shop) space.

- There is business premises located at the northern end of Seymour street (100m²), on the corner of Seymour and Collingwood road (115m²) and on the Collingwood and Blake Street corner (59m²), see Figure 3.3.10. These are strategically located to attract pedestrian traffic so as to activate these streets. There is also a pedestrian corridor, open to the public, along Seymour street, see figure 3.3.10, inside the colonnade.

- The ground floor around the internal, open to the sky, pedestrian plaza comprises duplexes (71m² to 75m² units split over two storeys) facing Blake Street, with large student common rooms (191m² and 307m²) on the ground floor along Seymour street and the business (shop) units. The duplex units along Blake Street have front yards with direct off-street pedestrian access, see figure 3.3.10. The entrance to the underground parking, refuse removal bay and facility and plant areas are in the north east corner of the site. The ground floor plane gradually steps upwards in areas and has a series of stepped levels both internally and externally.

- The first and second floor consists mainly of student housing (22m² to 69m² units) with more of the market-related duplexes along the western boundary, see figures 3.3.11 and 3.3.12. On Level 3, there are mostly residential units, with student units along the Seymour Street boundary. Floor levels 4 to 8 comprise only non-student residential units (26m² to 69m² units), see figures 3.3.15 to 3.3.18.

  - Figure 3.3.11 shows the first floor. It comprises a double banked floor of student units along Seymour Street with six student units linking over the courtyard below to six more student units facing Blake Street. The remainder of the Blake Street facing units comprise the upper storey of the ground floor duplex units taking access off Blake Street.

  - On the northern boundary the remainder of this level comprises a double volume void over the courtyard and pedestrian entrances from Seymour Street and Collingwood Road below.

  - Level 2, see Figure 3.3.12, is similar to Level 1 except that there are student units returning along Collingwood Road to the corner with Blake Street.

  - The floor plan of the second group of duplex units is inverted so that bedrooms are below on Level 2 and living areas above on Level 3, Access is taken from Level 3, see Figure 3.3.13.

  - It will be seen that on Levels 0 to 2, although a 0m building line is permitted on these levels, the building has been pulled back by 1.4m on Seymour Street and up to 2m on Blake Street.

  - On Level 3, see Figure 3.3.13, the student units are confined to the double banked units facing Blake Street. One bedroom units form the links between the two slab blocks facing Seymour and Blake Streets. There is a 2 bedroom unit on the prominent Blake Street / Collingwood Road corner.

  - The duplex units facing Blake Street top out on Level 4 with a roof terrace, see Figure 3.3.14. The rest of the building continues upwards along Seymour street with one and two bedroom flats.

  - This unit configuration continues through levels 5, 6, 7 and 8 and roof, see Figures 3.3.15 to 3.3.18.

  - A design challenge has been to get light to the rear of the double banked units in the slab block facing Seymour Street. This has been done with corridor voids penetrating from levels 5 to 8.

  - The 4.5m street and common building line set backs apply from Level 3 upwards. It has been mentioned that the podium encroaches across this setback line on Level 3 only This is a technical encroachment as the 10m height line does not neatly coincide with the height at which the building can logically be set back. This is achieved at Level 4. Only 1m balconies encroach across the 4.5m line for the 4 levels above

- At Level 8 the building is entirely set back from the 4.5m street and common boundary setback lines except for balconies on the Seymour Street / Collingwood Road corner, Collingwood Road and the Collingwood / Blake Street corners.

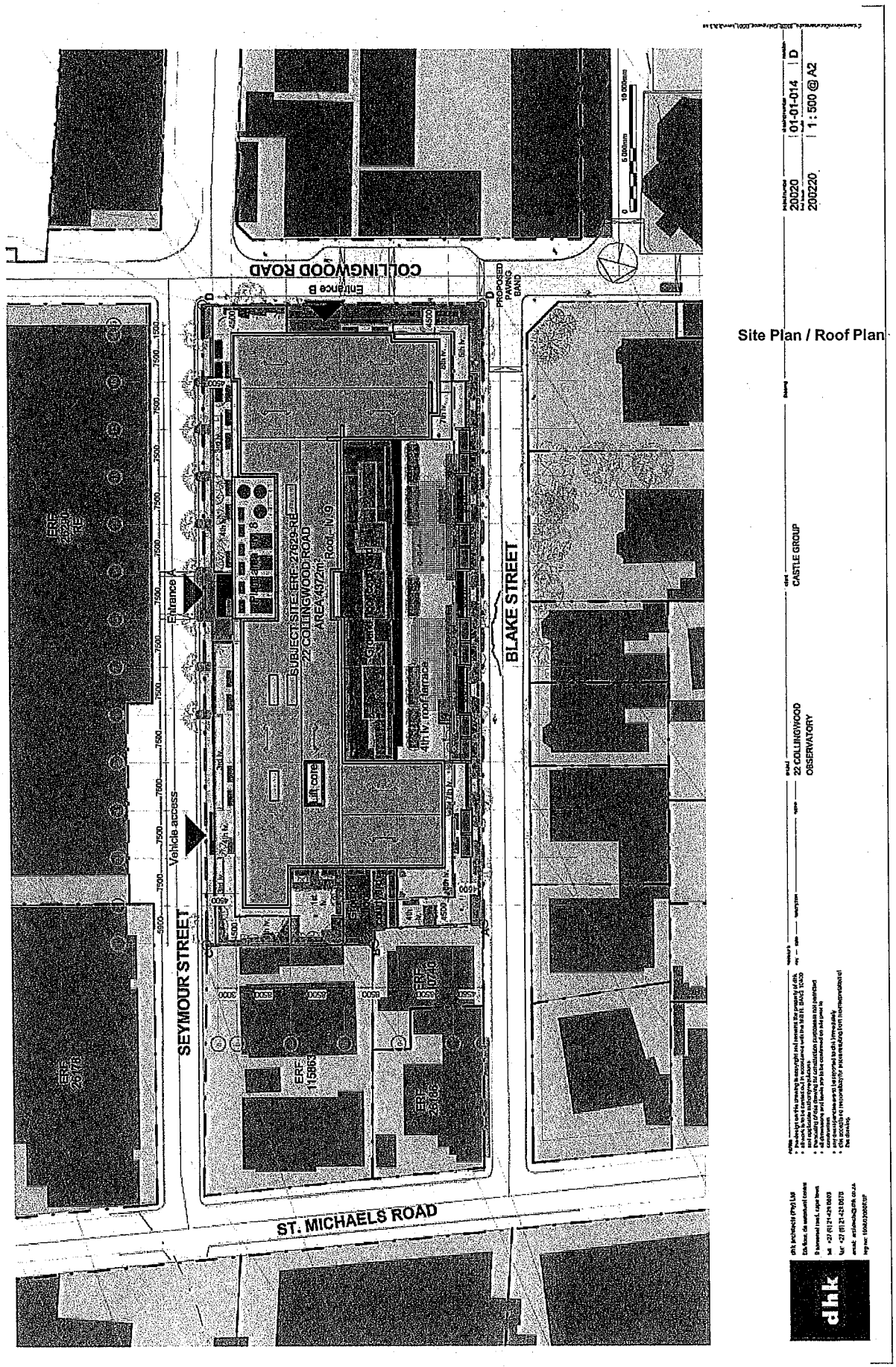


Figure 3.3.6 **Proposed Site Plan**

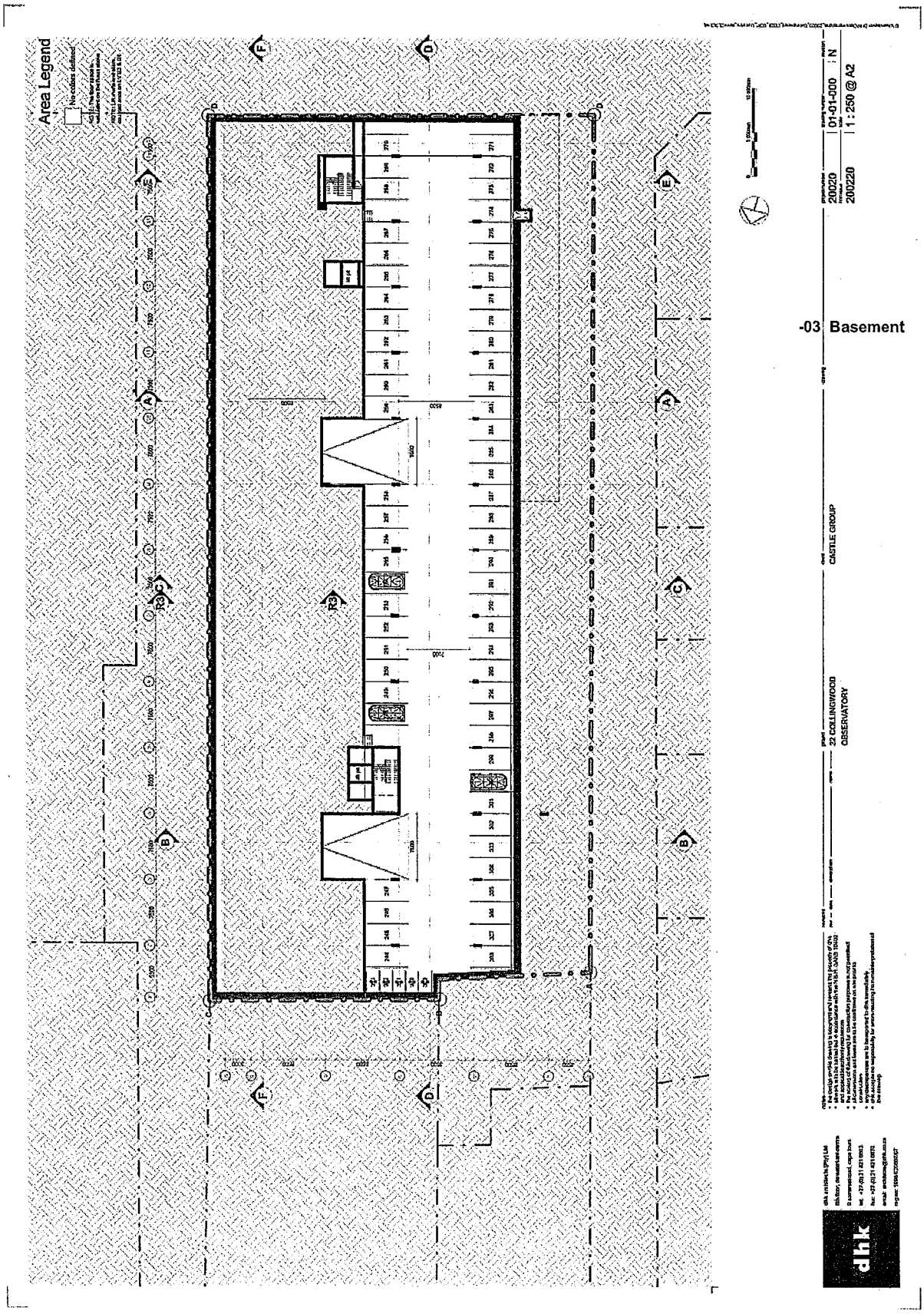


Figure 3.3.7 Basement Floor Three Levels Below Ground

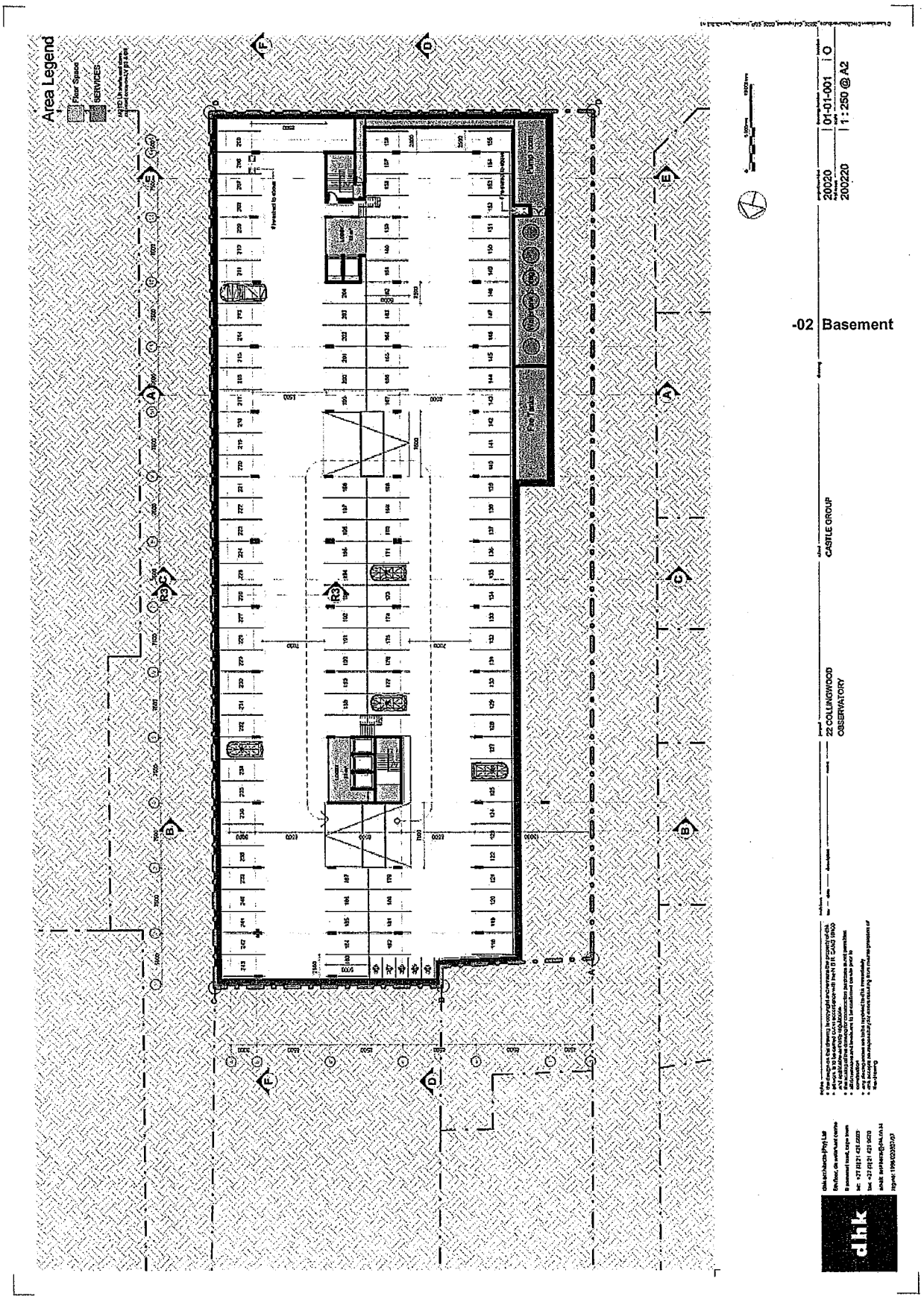


Figure 3.3.8 Basement Floor Two Levels Below Ground

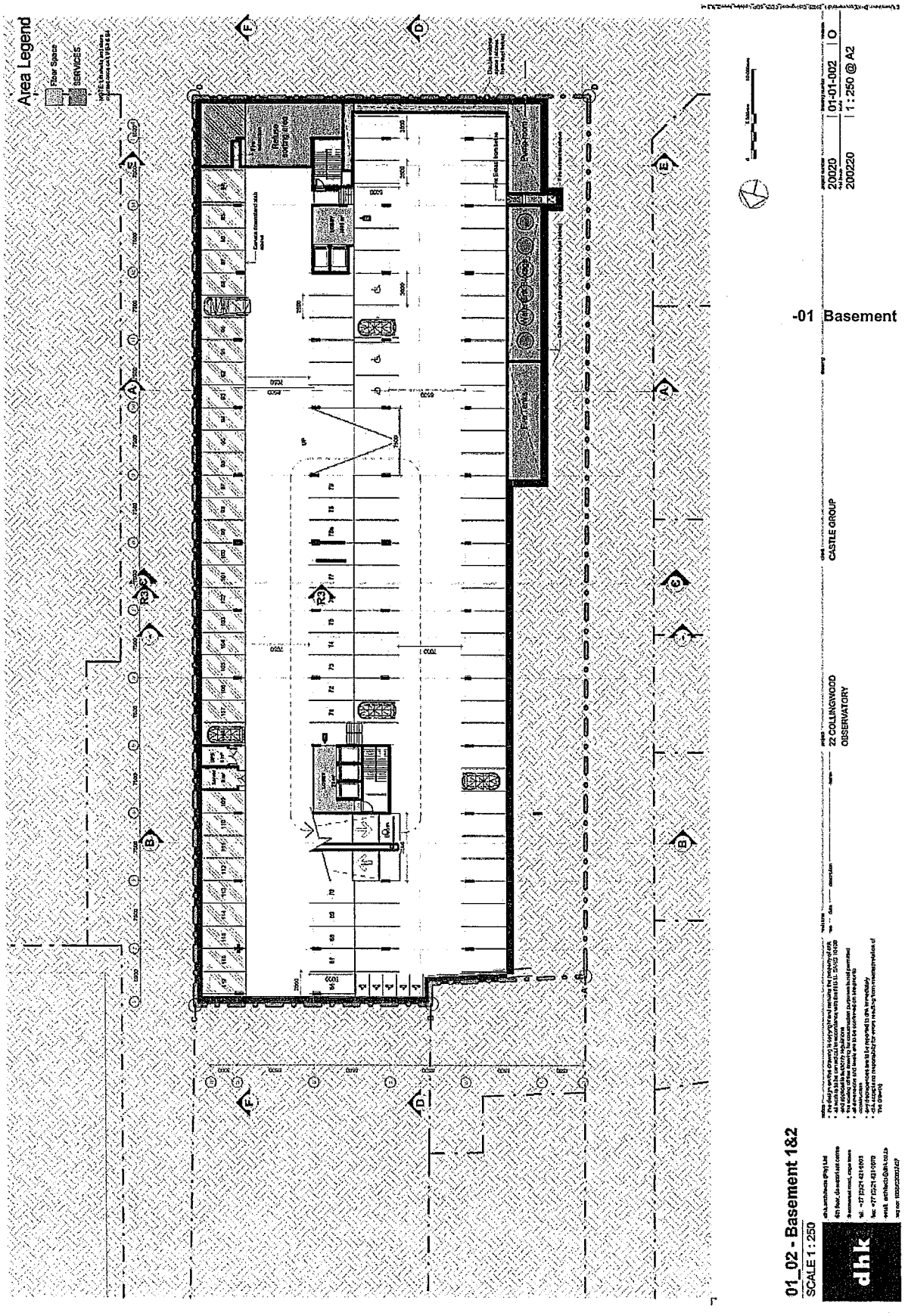


Figure 3.3.9 Basement Floor One Level Below Ground

3.3.3 Compliance with Section 9 (2) DMS: Height and Floor Space departures only required

Section 9.2 of the DMS states that if a proposed building within a sub-zone exceeds that sub-zone's allowed Height and Floor Space by 10% or more, a rezoning to the next sub-zone is required.

Exceeding the height restriction line requires consideration of Section 9(2) with respect to height. This condition states that if a building height exceeds the permitted height of a sub-zone by more than 10% a rezoning to the next zone is required. This 10% height departure line is depicted on Figures 3.3.11 to 3.3.22.

Generally, as can be seen from sections A to D, see Figures 3.3.19 to 3.3.21, most of the roof is considerably below the 10% additional height line. Even the roof in the most critical north east corner of the property is below this line, see sections E-E and F-F, figures 3.3.21 and 3.3.22.

Therefore, Section 9)2) is not triggered on account of height and only a departure need be applied for.

Table 3.3.1 indicated that the proposed building's total Floor Space is 18954m². The permitted Floor Space is 17484m². Thus, the proposed building exceeds the permitted floor space by 1470m² or 8.4%. Therefore, the 10% rule on Floor Space is not triggered and Section 9(2) is not invoked in this regard either. Only a departure application will be required to permit the required Floor Space.

3.3.4 Cross-sections and Setback Line Departures

This section describes how the proposed permanent departures are derived.

A number of departures are required to achieve a functional and attractive building that appropriately responds to the urban design and heritage indicators, see sections 3.3.1 and 3.3.2, and complies as closely as possible to the MU2 zoning parameters including coping with the challenging changes in the EGL.

These departures are required for either technical reasons, i.e. due to a combination of functional building dimensions, especially floor to ceiling heights, to comply with the national building regulations, or, for aesthetic and amenity reasons, e.g. balconies that improve the building's public appearance and bring activity and overlooking to the surrounding streets.

It should also be noted that, rather than use the full 100% Coverage permitted, and the 0m set back line to 10 m in height, the building is pulled back from the site boundary on all four elevations to improve its interface at street level. Its Coverage is therefore 3414m², only 78% of what is permitted.

The proposed permanent departures for street boundary and the northern common boundary set back line in terms of Sec 42(b) of the MPBL are listed below:

- Seymour St: On level 4: 1.070m in lieu of 4.5m; On levels 5,6,7; 3.4m in lieu of 4.5m
- Collingwood Rd: On Level 4; 0m in lieu of 4.5m; On level 5; 3m ilo 4.5m; On levels 6,7 3.5m ilo 4.5m
- Blake Street: On Level 4: 1.655m in lieu of 4.5m, On Levels 5,6,7; 3.5m in lieu of 4.5m
- North Common boundary: On Level 4; 0m in lieu of 4.5. On Levels 5,6,7; 3.5 m in lieu of 4.5m

It should be noted that these departures are for the worst case on each elevation only. On Seymour St. the worst case situation exists for only a few metres in the north east corner due to the sloping EGL.

On Seymour Street the main departure of 1,070m in lieu of 4.5m is for the completion of Level 4 of the podium in which the front face of this level protrudes through the 10m height restriction for another 2m in order to complete the floor, before the building sets back at Level 4 to comply with the 4.5m setback, see Figures 3.3.14, 3.3.20 and 3.3.22. Above this level only the clip-on balconies protrude 1m into the 4.5m setback, on levels 4 to 8.

On Collingwood Road at Level 4, a departure of 0.0m in lieu of 4.5m for approximately 2m above the 10m level for approximately 9m of the 44m boundary is required, see Figures 3.3.14, and 3.3.21. The remainder of this elevation will be set back between 3.0m and 3.5m from the property boundary. The only other departures required on this elevation are for the balconies protruding 1m on Levels 4 to 8.

On Blake Street similar departures to those on Seymour Street and Collingwood Road to accommodate Level 4 protruding above the 4.5m building setback line above 10m are required.

Above Level 4 the only encroachments into the 4.5m setback line will be balconies and a terrace on Level 5 on the Collingwood Road / Blake Street corner.

On the Northern Common Boundaries departures to enable the completion of the podium on Level 4 are also required for 2 x 10m lengths of this boundary. These departures will be for 0m in lieu of 4.5m, see Figure 3.3.13. This departure will protrude approximately 2m above the 10m line. As with the other elevations the only other projections into the 4.5m setback line are 1m deep balconies. The north elevation also pulls back 10m from the boundary, far in excess of the required 4.5m set back line to create a sunny north facing atrium on this side of the building.

3.3.5 Street Centre Line Setback

Section 64(b) of the development rules under the Mixed Use zoning states that the City may require a street centre line setback of 8m.

This section describes how the building and its associated transport, civil and electrical services can be accommodated within the current road reserves, or within setbacks inside the property's boundaries so that there is no need to require a street centre line setback.

These proposals have been discussed with the relevant Council departments and found to be acceptable as recorded in the pre-application submission meeting minutes, see item 6 in Annexure F.

Seymour Street
Figure 3.3.24 shows the typical cross-section along Seymour Street. The current road reserve width is 7.4m wide with a roadway width of 5500m. On the west across the road the abutting building is set back 250mm from its property boundary thus enabling Council's requirement of 2m for a pedestrian footway to be achieved.

There is space under the roadway to accommodate a stormwater pipe and foul sewer with any manhole covers outside of vehicle wheel tracks as required by Council.

To serve the proposed building council requires space for parallel parking embayments of 2.5m wide and a pedestrian sidewalk of at least 2m wide. It also requires a service zone under the sidewalk to accommodate electrical, water and IT services. This must all be accommodated on the east side of the road, nearest the property concerned.

Figure 3.3.24 shows how these services will be accommodated as follows:

- 2685 wide parking embayment encroaching across the property boundary;
- 600mm thick column supporting a colonnade between the parking embayments and a 2430 walkway within the line of columns.
- The column and walkway create a pedestrian area over 3m wide that will be open to the public and is twice as wide as Council's minimum requirement of 2m for a pedestrian sidewalk.
- Under the sidewalk will be a 3m wide service zone which will offer council unconstrained access to services contained therein.
- The proposed embayments will also accommodate refuse vehicles.
- Figure 3.3.24 indicates that an effective 8,435 metres from the Seymour street centre line will be available to accommodate public services and activities. This is, in fact, wider than the 8m that would be required in terms of section 64(b) of the MPBL.
- It is proposed to lease or proclaim a servitude in favour of the Council or the general public over that portion of the embayments and the sidewalks within the property concerned's boundary.

Thus, it can be seen there is no need to invoke a street centre line setback along the Seymour Street boundary as all of Council's and the general public's requirements can be easily accommodated.

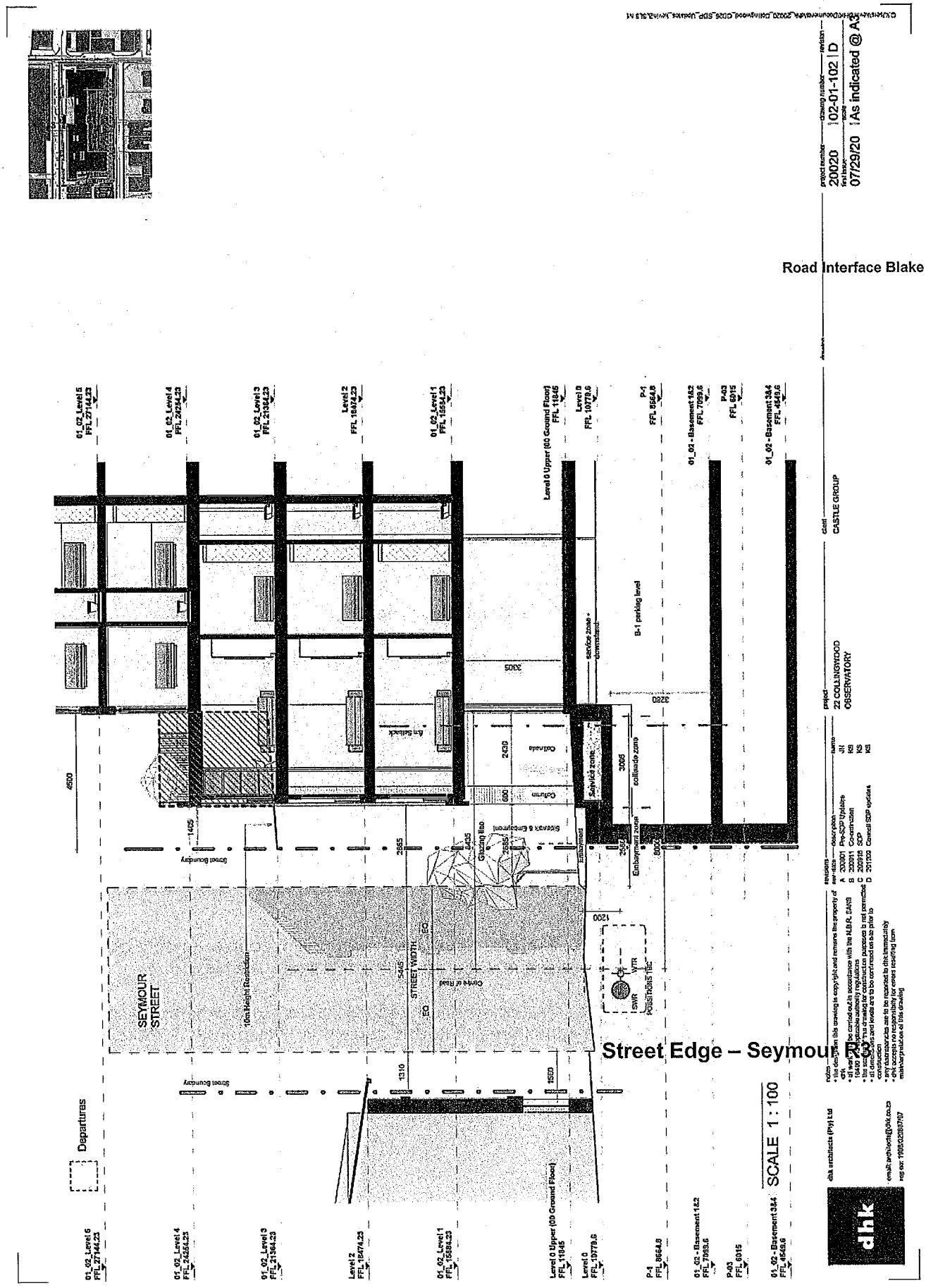


Figure 3.3.25 Seymour Street Edge Condition

Collingwood Road

Sections R1 and R2 on Figure 3.3.25 show the street edge conditions along Collingwood Road near the Blake Street and Seymour Street corners respectively.

Collingwood Road is approximately 10m wide. The building is proposed to be set back from the property boundary above the ground floor 4.7m on the Blake Street corner and 80mm on the Seymour Street corner.

However, at ground level the building will be set back approximately 4.7m along the entire boundary of Collingwood Road.

This setback will contain a sidewalk within the colonnade and planter, all open to the public.

When coupled with the 1.3m to 1.4m sidewalk within the road reserve under which will be a service zone, see Figure 3.3.25. Sections R1 and R2 of the building will be set back an effective 9m from the centre line of Collingwood Road.

It is intended that the publicity accessible walkway and planters be leased to Council or protected by a servitude in favour of the general public.

Thus, there is also no need to invoke the centre line set back along Collingwood Road as all the required municipal services and access for the general public can be accommodated.

This was agreed to at the Pre-application submission meeting, see Annexure F.

Blake Street

Figure 3.3.26 shows the street level cross-section along Blake Street.

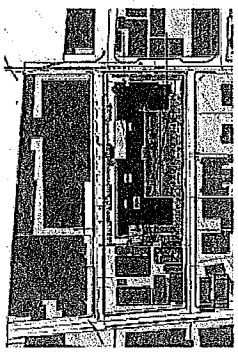
Blake Street will experience far less pedestrians and vehicle traffic than Collingwood and Seymour Streets for the following reasons:

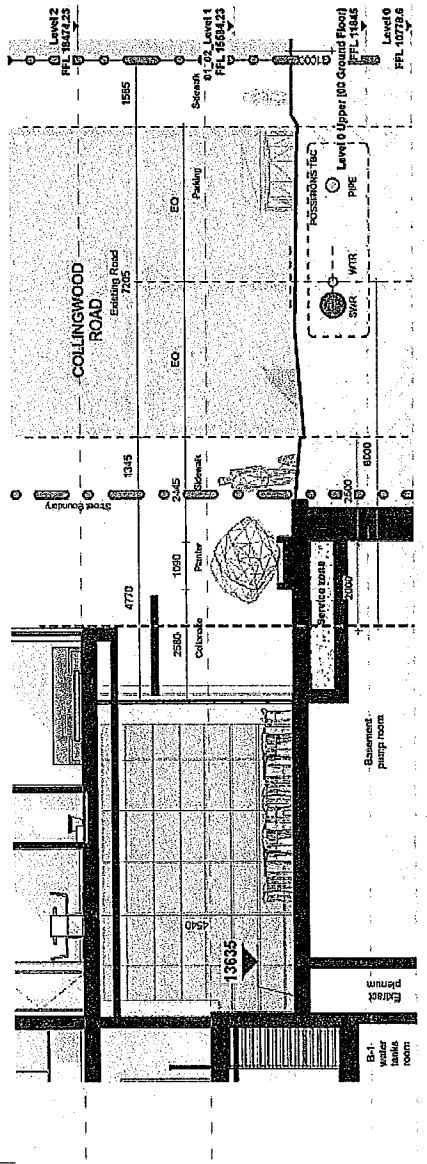
- The only pedestrian access onto the property concerned other than at the Blake Street / Collingwood Road corner will be seven pedestrian access gates.
- Vehicle traffic will be largely confined to Seymour Street where the entrance to the building's underground parking will be.
- There are only 5 driveway entrances to the single dwellings opposite.

Thus, Blake Street will receive much lower pedestrian and vehicle volumes then Seymour Street and, therefore there is no need for this cross-section to accommodate large volumes of pedestrian and vehicle traffic.

All that is required is for the boundary fence along the Blake Street ground floor duplex units to be set back approximately 280mm to permit Council's minimum sidewalk width of 2m to be achieved.

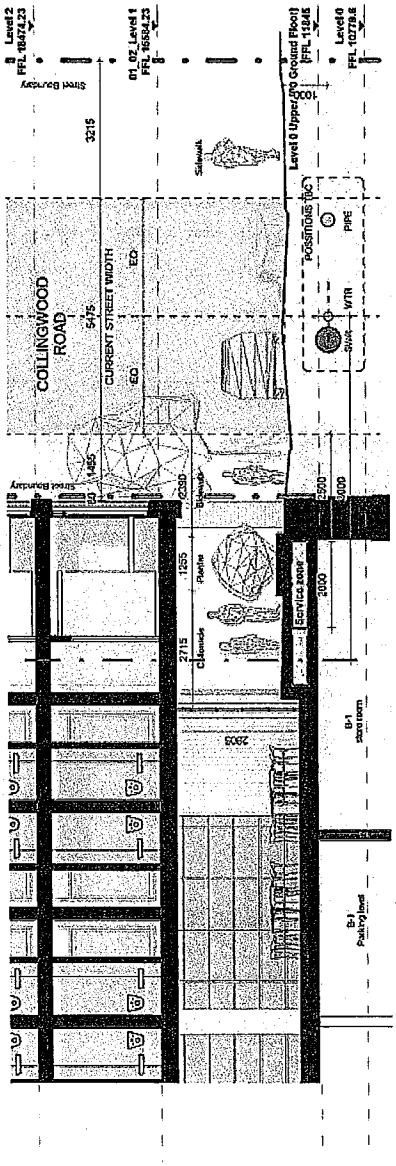
The Blake Street cross-section has been deemed adequate for the expected small volumes of pedestrian and vehicle traffic see pre-consultation minute Item 6.3 'Roads Department Responses' in Annexure F.





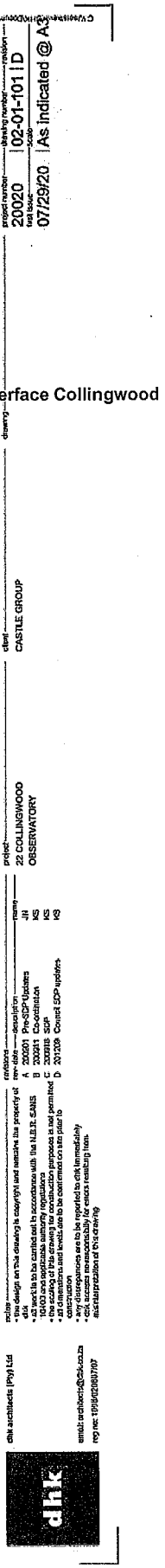
Collingwood Road Condition R1

SCALE 1 : 100



Collingwood Road Condition R2

SCALE 1 : 100



Road Interface Collingwood

Figure 3.3.26 Collingwood Road Interface

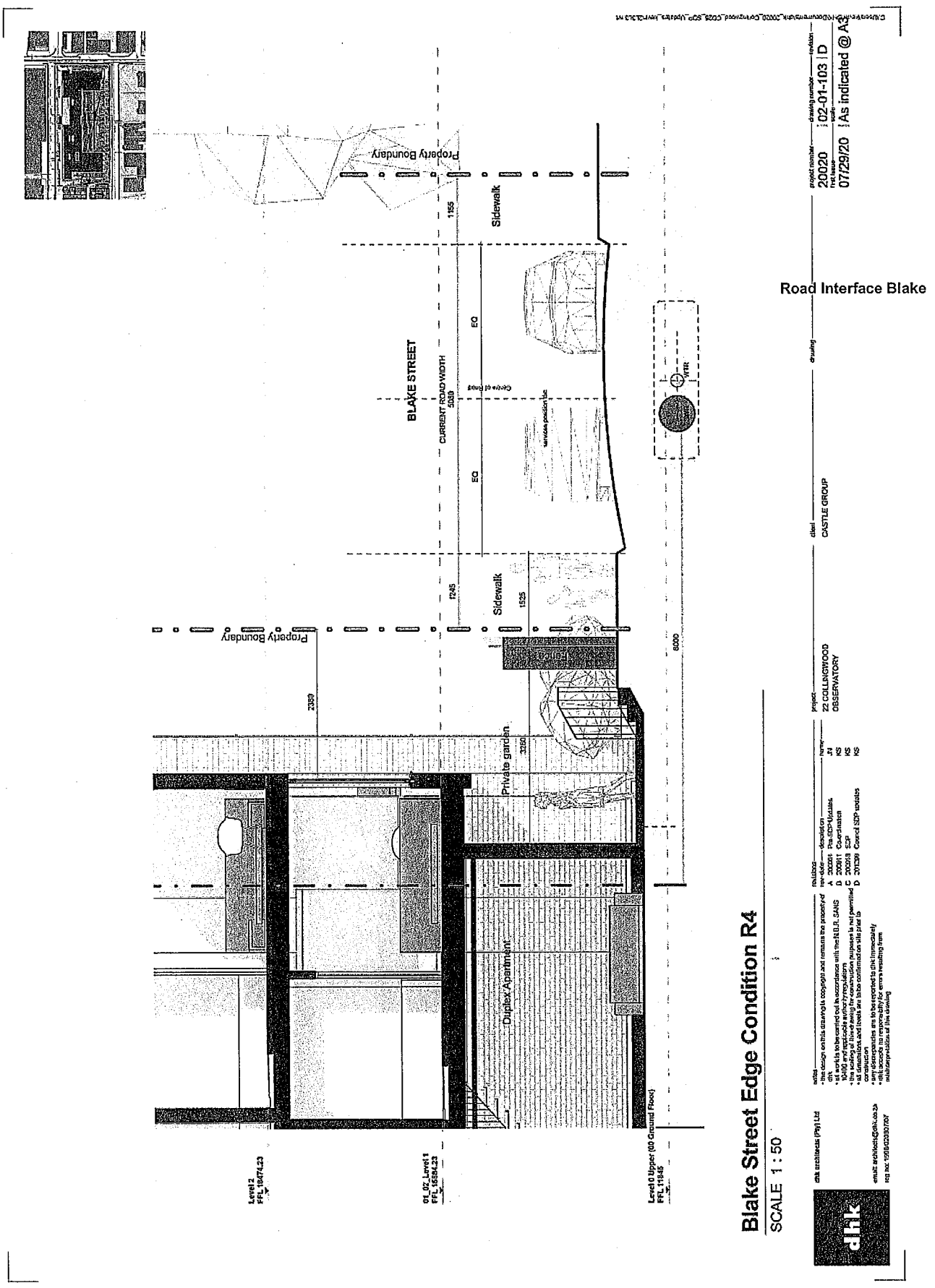


Figure 3.3.27 Blake Street Interface

3.4 COMPLIANCE WITH DEVELOPMENT RULES

Table 3.4.1 indicates compliance with development rules in terms of section 64 of the MPBL.

By-Laws Zoning Scheme	Unit Ratio	Permitted/ Required (m²)	Proposal (m²)	Departure/ Comment	Motivation/ Comment
Coverage – Section 68 (a) (I)	100%	4371	3409.3 (78%)	N/A	3414.9m²
Floor Factor -Section 64 (a) (I)	4	17484	18954 (additional 1470m² or 8.4%)	Yes	departure for 8.4% additional floor space (sec 9(2))
Height – Section 68 (b) (i)		25m from EGL	27.46m	Yes	departure to less than 10% pf additional height space (sec (9)2
Street Boundary Building Line – Section 68 (c) (i)		0m up to 10m, 4.5m above 10m and up to 25m:	**Blake:** 10 m to 25m: Level 4: 1.655m in lieu of 4.5m for 2m (h) above 10m (h) On levels 5,6,7; 3.5m in lieu of 4.5m **Collingwood:** 10m to 25m: 3.6m) On Level 4; 0.0m in lieu of 4.5m for 2m(h)above 10m (h) On level 5; 3m ilo 4.5m; On levels 6,7; 3.5m ilo 4.5m **Seymour:** 10m to 25m; On Level 4: 1.070m ilo 4.5m for 2m (h) above 10m (h) On Levels 5,6,7; 3.5m ilo 4.5m	Yes Yes Yes Yes	These departures are minor and technical in nature and merely enable the affected floor of the building, Level 4 to be completed to the required floor to ceiling height taking into account the slight slope in the EGL. In general, the building complies with the desired envelope of the Mixed Use zone, namely a podium at street level with a tower set back after 3 to 4 floors to create a positive streetscape
Common Building line - Section 68 (d)		0m up to 10m, 4.5m above 10m and up to 25m:	**Northern Boundary** 10m to 25m On Level 4: 0m ilo 4.5m for 3m(h) above 10m(h) On Levels 5,6,7; 3.5m ilo 4.5m	Yes	See motivation above
Centre Line Set back		N/A	As noted in pre-consultation meeting in Item 6.3 (Roads Department Response)		see pre-consultation minutes All pedestrian & vehicular traffic and services accommodated within current road reserves. Sidewalk space to be given over to public on Seymour street

Table 3.4.1 Compliance with Development Rules (Remainder Erf 27629): Phase 1: Proposed Zone MU2 (m²)

3.5 PROPOSED PERMANENT DEPARTURES

No requirement at this stage for the 8m Departure from centre line setback of 8m as per sec 122, see pre-consultation minutes, any related conditions to be confirmed after LUMS submission.

3.5.1 Height

Requested Departure:

27.46m above Existing Ground Level in lieu of 25m.

Motivation:

- The design of the building has endeavoured to stay within the MU2 height restriction.
- The building height is considerably reduced on the Blake street elevation by some 12 to 15m in order to create an appropriate transition to the heritage residential buildings opposite.
- It is also designed to keep construction costs as efficient as possible and minimize the need for stepped floor slabs.
- This has resulted in the last floor of the building rising above the height restriction in order to retain a viable floor to floor height of 3m.
- The dipping of the Exiting Ground Level to the north east has also contributed to the roof of the building exceeding the height restriction.
- This is most pronounced in the north east but even here the proposed height of the building exceeds the height restriction by less than 10%.
- Taking all of the above into account the requested height departure is considered reasonable.

3.5.2 Floor Space

Requested Departure:

18 954 m^2 in lieu of 17484m^2.

Motivation:

- Reducing the floor space and height of the building facing Blake Street significantly below that which is permitted in the building rights envelope has considerably increased the cost of the building as construction efficiencies are much greater in a symmetrical building designed closely in accordance with the development rules.
- Reducing the permitted Coverage on each of the street boundaries by pulling them back from the zero building line in order to improve the public realm on these edges has also compromised the construction efficiencies of the building to a certain extent.
- In these circumstances offsetting the cost of these improvements to the design of the building by achieving a slight increase in the Floor Space of 8.4% is considered appropriate.
- Thus, this departure for a slight increase in the Floor Space of the building is deemed reasonable.

3.5.3 Street Building Lines

Seymour Street

Requested Departure:

On Level 4: 1.070m in lieu of 4.5m for 2m (h) above 10m (h)
On Levels 5,6,7; 3.5m in lieu of 4.5m

Collingwood Road

Requested Departure:

On level 4; 0m in lieu of 4.5m for 2m(h)above 10m (h)
On level 5; 3m in lieu of 4.5m;
On levels 6,7; 3.5m in lieu of 4.5m

Blake Street

Requested Departure:

On Level 4 : 1.655m in lieu of 4.5m for 2m (h) above 10m (h)
On levels 5,6,7; 3.5m in lieu of 4.5m

Motivation

The requested departures on all three street boundaries are similar in nature and are motivated by the same factors, see below:

- The Level 4 departures permit the completion of this level in terms of a viable floor to ceiling height. The 10 m height restriction does not align neatly with 3m floor to floor heights.
- The impact of these departures is already ameliorated to some extent because the building does not take up the permitted 0m building line at ground level but is set back between 1 and 1.6m metres on all street boundaries except for a short length on the Collingwood/Seymour Road corner.
- The height of this departure varies due to the sloping EGL. This increases the need for the departure in the north east corner of the site. Thus, this departure could be considered technical in nature.
- The integrity of the 10 m height restriction creating a podium for the lower part of the building remains intact as the building steps back 4.5m at the next level.
- The only departure above level 4 is to permit the extension of balconies for approximately 1m. These features activate and enliven the building and are considered an asset to the public street scape.
- Given the above factors the requested departures are considered minor in nature and are appropriate and reasonable.

3.5.4 Common Building Line (Northern Boundary)

Requested Departure:

On Level 4: 0m in lieu of 4.5m for 3m(h) above 10m(h)
On Levels 5,6,7; 3.5m in lieu of 4.5m

Motivation:

- The Level 4 departure permits the completion of this level in terms of a viable floor to ceiling height.
- The 10 m height restriction does not align neatly with 3m floor to floor heights.
- The only departures required above level 4 are to permit the extension of balconies for approximately 1m from 4.5m set back line.
- On the northern boundary these balcony features will enhance the amenity of residents.
- They are sufficiently removed from the boundary of the property not to pose privacy and overlooking problems on buildings that may be constructed on these properties in due course.
- The impact of these departures are further reduced by the pulling back of the middle section of this elevation 10 m from the common boundary in order to create a large light well and atrium.
- Therefore, these requested departures on the northern common boundary are considered appropriate and reasonable.

3.5.5 Parking

The building is in a PT1 zone that requires the following in terms of sections 137 and 138 of the MPBL

- Flats: 1.25 bays/unit
- Boarding House (used for student housing): 1 bay per bedroom for the first 10 bedrooms, thereafter 0.25 bays for each bedroom in excess of 10
- Shops excluding supermarket: 2 bays/100m² (it may be possible to invoke sec 139 Combined Parking Requirements)

Table 3.5.1 and Table 3.5.2 below details the required and proposed parking requirements.

By-Laws Zoning Scheme	M²/Units	PT1 Ch15 Sec 137	Required bays	Proposed bays	Surplus/deficit	Departure/ Required	Motivation/ Comment
Business	274	2/100m²	5	5			final coverage to be determined
Flats	255	1.25 bays/unit	319	302			departure to less than 10% of additional floor space (sec 9(2))
Student Bedrooms	189	1 bay/bedroom for 1st 10, then 0.25 bays for each bedroom	55	19			departure to less than 10% pf additional height space
Required			379	326	-53		Current deficit of 53 bays but credits reduces required bays by 9 bays (23)
Motor cycle bays				12 (3)	-3		Max Credit = 2.5% of 379 required bays = 9.5 bays
Bicycle bays				60 (6)	-6		
Surplus/deficit					**-44**	Yes **326 bays ilo 370 bays**	Total offset parking bays shall not exceed 2.5% of proposed bays (below 9.5bays = max credit) Currently a shortfall (deficit) of 48 bays

Table 3.5.1 Parking required, provided and shortfall

By-Laws Zoning Scheme	M²/Units/beds	PT1 Ch15 Sec 137	Standard Bays required per Use	Standard Bays provided per Use
Business (Shops excluding supermarket)	274 m² GLA	2 bays per 100m² GLA	5	5
Flats	255 Units	1 bay per dwelling unit, plus 0.25 bays per dwelling unit for visitors	319	255 47 (visitor bays)
Student Beds (Boarding House)	189 bedrooms	1 bay per bedroom for first 10 bedrooms, thereafter 0.25 bays for each bedroom in excess of 10	55	19
Subtotal (Excluding 9 bays credit for Motorcycle and Bicycle bays provided)			**379**	**326**

Table 3.5.2 Summary table of bays per land-use in terms of PT1 Ch 15 Sec 137 MPBL requirements excluding credits

The total of 5 (business) + 319 (flats) + 55 (students) = 379 standard parking bays required is reduced to 370 bays required due to the following Unconventional (Motorcycle and Bicycle) parking bays provided (credit total of 9 bays), see Table 3.5.1 and 3.5.2:

- 12 proposed motorcycle bays, which is equivalent to 3 standard parking bays
- 60 proposed bicycle bays, which is equivalent to 6 standard parking bays

The total credit of 9 bays does not exceed 2.5% of required bays, see sec 143 (2)(a) of the MPBL. In this case, 2.5% of 379 bays required =9.5 bays. Thus, a departure application for 326 bays in lieu of 370 bays is being applied for.

Requested Parking Departure

326 bays in lieu of 370 bays.

Motivation

- The proposed parking is 44 bays short of the requirements in section 138 of the MPBL.
- 43% of the units in the building are intended for students who have low levels of car ownership.
- The project is located within the UCT student housing corridor and is well served by the Jammie Shuttle student bus service whose stops are within easy walking distance.
- The project is also within easy walking distance of Observatory CBD and a wide range of shops and entertainment activities.
- It is less than 100 m from Observatory rail station.
- The proposed parking departure is considered appropriate and reasonable.

3.6 PROPOSED ENGINEERING SERVICES, Annexure I

3.6.1 Civil

- **Water**

The Annual Average Daily Water Demand (AADD) and Peak flow for the proposed development, based on the Guidelines for Human Settlement Planning and Design published by the CSIR, was calculated as follows:

Non-Student:

• 500ℓ/day/unit x 291 units	=	145kℓ/day

Student:

• 1 Bed Studio: 200ℓ/day/unit x 126 units	=	25.2kℓ/day
• 1 Bed: 200ℓ/day/unit x 50 units	=	10kℓ/day
• 4 Bed: 800ℓ/day/unit x 2 units	=	1.6kℓ/day
• 5 Bed: 1000ℓ/day/unit x 11 units	=	11kℓ/day
Shops: (479m² /100m²)*400ℓ/day/100m²	=	1.92kℓ/day
Annual Average Daily Water Demand (AADD)	=	194.72kℓ/day
Peak flow: (8 x 194.72kℓ)/ (24 x 60 x 60)	=	18.03ℓ/s

The fire flow addition required is a minimum of 1500ℓ/min at 3 bars for hydrants.

In terms of the connection to the existing external municipal system, the development will be provided with a new 160mm diameter sprinkler connection and a new 110mm diameter domestic water connection that will connect to the existing 160Ø municipal water main on Seymour Street. A new bulk water meter connection will be installed for both the 110Ø and 160Ø connection.

See water network CoCT plan in Figure 3.6.1.

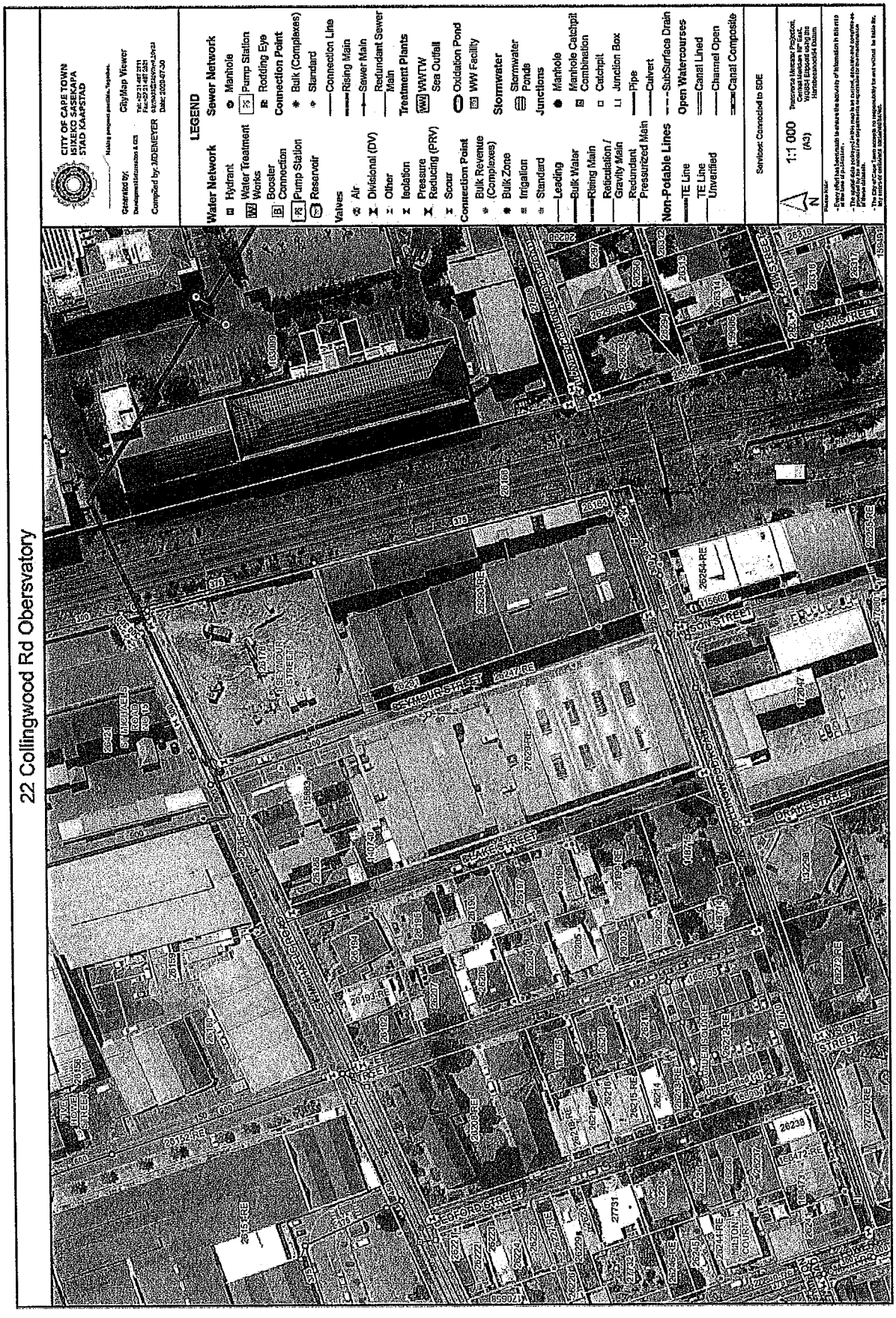


Figure 3.6.1 **Existing Civil: Water Network**

- **Sewer**

  The expected peak sewer flow from the proposed development is 4.51ℓ/s.

  The proposed development will be provided with a new 160mm diameter foul sewer connection that will connect to the existing 160Ø municipal foul sewer main running along Seymour Street.

- **Stormwater**

  The site has a gross area of 4375m² or 0.44Ha, which will be fully re-developed. The site is currently fully developed and fully covered with existing roofs and hardstands.

  The development is a brownfield development with the pre and post-development coverage of the property remaining unchanged. There will, therefore, be no additional impact on the surrounding stormwater infrastructure.

  No stormwater detention in terms of the City of Cape Town's Management of Urban Stormwater Impacts Policy will, therefore, be required.

  All of the stormwater from the development will reach the municipal roads, and the stormwater reticulation system directly from the roof and balcony areas and treatment will, therefore, also not be required.

  The stormwater from the development will be piped by means of rainwater downpipes and an underground stormwater reticulation system towards the existing 300Ø stormwater connection on Seymour Street, where it cannot be discharged directly onto the road surface.

- **Solid Waste**

  The proposed access to the new development via Seymour Road on the north-eastern side of the development.
  The on-site roadways will consist of concrete.
  Road signs and marking will be in accordance with the *South Africa Road and Traffic Signs Manual.*

- **Refuse Removal**

  Refuse removal facilitates, waste collection, and waste storage areas/rooms will be provided in accordance with Integrated Waste Management systems and principals. Arrangements for collections will be made with the City of Cape Town in terms of their collection policies for solid waste collection for the development of this nature.

  The refuse embayment will be allowed for on road edge immediately south of the basement access on Seymour Street.

- **Roads**

  The proposed access to the new development via Seymour Road on the north-eastern side of the development. see sections across Collingwood Road, Blake Street and Seymour Street in Annexure I.

  The on-site roadways will consist of concrete.

  Road signs and marking will be in accordance with the *South Africa Road and Traffic Signs Manual.*

  Speed tables or paved surface areas opposite pedestrian entrances and between Blake street and Drake Street on Collingwood Road will also be incorporated to encourage pedestrianisation.

  From the above, we confirm that sufficient Civil engineering services are available in the vicinity of the site for the development as proposed.

  The Water Demand Management Department (Water and Sanitation) has also confirmed that sufficient spare capacity exists within the existing municipal water reticulation network on Seymour

Street and the existing municipal foul sewer network on Collingwood Street to support the proposed development.

3.6.2 Structural

- **Scope**

  Building comprises three-levels of basement parking with ground floor level (accommodation & business premises) plus eight levels of accommodation above the ground floor.

- **Site Geology**

  A geotechnical investigation will be done by means of boreholes drilled at selected positions across the site. The boreholes will be drilled to a depth of about 3m into the underlying residual rock.
  For foundation design purposes we have assumed a safe ground bearing pressure of 700 - 1000 kPa.

  On completion of the boreholes, monitoring standpipes will be installed in each borehole to measure and monitor the ground water level across the site.

STRUCTURAL SCHEME

- **General Description**

  The structure will primarily consist of post-tensioned and reinforced concrete slabs and columns with the possible introduction of structural steel elements to facades.

- **Foundations**

  To be confirmed by the geotechnical report. For design purposes we have assumed pad footings on bedrock.

- **Basement**

  A three-level basement is proposed.
  In the areas where concrete retaining walls are required, waterproofing and sub-soil drainage will be provided. Lateral support may be required in areas where adjacent buildings or roads are in close proximity of excavations.
  Due to the indication of a shallow water table level, sub-surface drainage and pumping will be required under the basement surface bed slab. The lowest parking surface will be a 125 mm thick concrete surface bed slab.

- **Superstructure**

  The proposed structure comprises reinforced concrete columns and post-tensioned slabs. Lateral and torsional forces resulting from wind and earthquake loads will be resisted by shear walls.

  Slabs will be flat slabs with the introduction of a transfer slab on the 4th floor level. Above this level precast concrete floor slabs will be supported on loadbearing brickwork or a concrete frame structure.
  Vertical loads below the 4th floor level will be carried by reinforced concrete columns reducing in size at the upper levels.

- **Roofs**

  Roof slabs will consist of screed to falls to full-bore outlets on waterproofed concrete slabs.

  A lightweight timber roof structure will be supported on brick walls at level 9 (Roof).

- **Movement Joints**

  Vertical movement joints will be provided to accommodate expansion and contraction resulting from thermal variations and shrinkage of concrete. Along these joints, double columns will be introduced. Adequate provision will be made for a proper joint sealing detail.

- **Deflections**

  Deflection criteria will be as per SABS, to be achieved by applying sound engineering principles and extensive experience in sizing and designing of structural members.
  Masonry walls will be provided with movement joints to accommodate slight deflections of floor slabs.
  Differential movement between structural elements and glazed facades will be accommodated within the fixing details.

DESIGN STANDARDS AND SOURCES OF REFERENCE

- **Codes of Practice and Standards**

  The building will be designed in accordance with the relevant Building Standards and Codes of Practice including:

  SABS 0100 The Structural Use of Concrete
  - SABS 0160 General Procedures and Loadings to be adopted in the design of buildings
  - SABS 0162 The Structural Use of Steel
  - SABS 0164 The Structural Use of Masonry
  - SABS 0400 The Application of the National Building Regulations

- **Statutory Regulations**

  Current National Building Regulations.
  Structural Specifications
  All work to comply with SABS 1200.

- **Loading**

  Vertical Loading

  Dead Loads

  Dead loads include all permanent loads including the self-weight of concrete, steel and screeds.

  Floor slabs in the high-rise component will be screeded to accommodate a specific floor finish. It is anticipated that the ground floor component will have a proportionately higher percentage of screeded floors.

  Partitions will generally be double skin brickwork as shown on the Architectural layouts.

- **Recommended Live Loadings**

  The recommended typical loading conditions, as indicated in SABS 0160 'General Procedures and Loadings to be Adopted in the Design of Buildings are indicated in the following table:

Usage	Allowance		Comment
• Accommodation	• Live load	1.5 kN/m²	• Ground floor: 12,5 kN/m² for landscaping.
• Parking	• Live load	2.0 kN/m²	
• Corridors & stairs	• Live load	3.0 kN/m²	•
• Ablution areas	• Live load	3.0 kN/m²	•
• Plant Rooms	• Live load	7.5 kN/m²	•

Table 3.6.1 General Procedures and Loadings

Note: As a general rule, an allowance of 0,5 kN/m² will be made for ceilings and services.

- **Lateral Loading**

- **Wind Loading**

  Wind loads will be calculated in accordance with SABS 0160 - General Procedures and Loadings to be adopted in the Design of Buildings.

  The following parameters apply to this building:

o Basic wind speed, V		40 m/s
o Mean Return Period (50yrs),	k_r	1.0
o Site Altitude Constant (0 m)	k_p	0.6
o Terrain Category		2

  Coefficients for cladding elements in specific positions on the building will be determined as the design develops, in accordance with the recommendations of the code.

- **Notional Horizontal Loads**

  To ensure adequate stability, a robustness check considering 1.5% of the building dead load applied horizontally to the structure, will be used for multi-storey construction, as specified in SABS 0100 - 1 para 4.1.2.1.

  As seismic events of significant proportions have a probability of occurrence the structure will be specifically designed to withstand seismic loading conditions. This is in line with normal design practice in Cape Town.

- **Earthquake Loading**

  The building is located in a seismic hazard zone and will consequently be designed in accordance with the provisions of the draft standards SANS 10160-4 "Seismic Actions and general requirements for buildings".
  see structural report for more detail as per Engineering Reports in Annexure I.

OTHER REQUIREMENTS

- **Building Design Life**

  The buildings will have a design life of 50 years.

- **Durability**

  Maritime exposure conditions will be considered.

- **Fire Resistance**

  A minimum fire resistance of 60 minutes will be adopted for all superstructure elements with minimum 120 minutes minimum in the basements.

MATERIALS

- **Structural Materials**

  The material properties for the principal structural elements are set out below.

- **Reinforced Concrete**

  The following values are assumed for design purposes:

  Design Strength:

Foundations	30 MPa
Columns	50 MPa

Retaining walls	25 MPa
All other structural elements	30 MPa
Young's Modulus	26 kN/mm² @ 28 days
Coeff't. Of Thermal Expansion	$10x10^{-6}$/°C

- **Reinforcement**

High Tensile Reinforcement	450 MPa
Mild Steel Reinforcement	250 MPa

- **Steelwork**

Structural Hollow Sections, Grade	300WA
Rolled Sections, Grade	300W
Cold Formed Purlins	225MPa

- **Masonry**

Load-bearing	21 MPa (min)
Face brickwork	14 MPa (min)
Partition walls and internal walls	7 MPa (min)
Water absorption	< 12 %
Mortar	Class II

3.6.3 Electrical

The proposed installation entails that the development will be supplied by a medium voltage council connection of approximately 1.8MVA. This medium voltage supply from council will connect into a 3-way client owned medium voltage switchgear. The spare breaker will allow for any future additional power requirements if needed.

The switchgear in turn will feed a single 2MVA 11kV to 400V step down transformer. From the transformer the power will reticulate to the Main Low Voltage distribution board. This distribution board will have a normal and an emergency power section, where the emergency power will be supplied by a single diesel driven back up generator.

From the Main Low Voltage distribution board, the different loads will be supplied in the building. This includes the sub-main distribution boards on each of the floors. From the sub-main distribution boards the different apartments and business premises will be fed with dedicated distribution boards for each.

3.6.4 Fire

- **Fire Design Summary:**

  Fire protection throughout building off firewater tank and electric & diesel firewater pump set.
  Fast response sprinklers throughout the basement levels off the electric & diesel firewater pump set.
  Fast response sprinklers will also be installed in all areas where it is necessary to reduce the risk profile and increase the allowable maximum travel distance.
  Sprinkler & Firewater storage Capacity for 1hr - 140 kL.
  Firewater & Sprinkler Electric & Diesel Basement pumps - Duty as 40L/s @ 8bar.
  Structural Integrity of 2hrs required.
  Detection throughout off generator power 2hrs.
  Emergency lighting throughout off UPS & generator power 2hrs.
  Staircase & Firemen's Lift & Lobby Pressurization from roof off generator power 2hrs.
  Basement Smoke Extraction to High Level Street > 2,5m
  Deemed to Satisfy SANS 10400T - 2020 edition or Rationale design to BS 9999.

- **Fire Design Standards:**

  Fire Designs to SANS 10400-T, BS 9999.
  Fire & Sprinkler System to SANS 10400-T, W & ASIB
  Smoke Control to BS 7974, & BS-EN12101

- **Smoke Ventilation Design Summary:**

  Basement smoke extraction @ 10AC/hr - Duty as 2 x 10m3/s fans @ 300 Pa (F600)
  1 x Fire Escape Stairwell Pressurization - Duty as 2 x 8m3 fans @ 120 Pa + fireman's switch.
  1 x Firemen's Lift & Lobby Pressurized - Duty as 2 x 8m3 fans @ 120 Pa + fireman's switch.
  Ventilation Panel @ security/reception.

- **Smoke Ventilation Standards:**

  Smoke Extraction to BS EN 7346-7
  Pressurization to BS EN 12101

3.6.5 Mechanical

- **Ventilation Design Summary - Apartments**

  The building is to be well designed by the architect such that passive cooling and natural ventilation strategies shall be incorporated such to reduce the need for Air Conditioning and Heating.

All apartments shall be constructed primarily without Air Conditioning. Fresh Air shall thus be achieved by way of natural ventilation and operable windows.

Apartment bathrooms shall be mechanically ventilated where they do not have windows that open to an external wall or façade. This shall be achieved with simple extract fan, small spiral duct and discharge louvre above the apartment windows or balcony door. The fans shall be operated by the tenants on a as-needed basis.

In some larger apartments, and where tenants so insist, provision may be made for Air Conditioning. This will be achieved with Mid-Wall Split Units. The condensers will be located on balconies.

When Air Conditioning is to be provided to apartments then Fresh Air shall also be installed. This shall be achieved by way of small fan and duct. Fresh Air quantities shall be selected in accordance with SANS 10400-O and shall always exceed that of the bathroom extract.

- **Ventilation Design Summary – Public Spaces, Business Premises and Offices**

Similarly, to the Apartments, these spaces shall be designed such that passive cooling and natural ventilation strategies shall be incorporated such to reduce the need for Air Conditioning and Heating.

Air Conditioning will however be required in some areas.

When Air Conditioning is required, medium to large above-ceiling ducted split (or VRF) units shall be used to condition the spaces.

Fresh (or Ventilation) Air shall be provided to the spaces with spiral fan and duct systems connected directly to the return air portions of the Air Conditioning Equipment.

Public Toilets shall be mechanically ventilated.

- **Ventilation Design Summary – Basements**

The basements shall be mechanically ventilated for Carbon Monoxide with the same extract system also designed to serve for Fire Extract.

- **Ventilation Design Summary**

Intermittent (occupant operated) Bathroom Ventilation to Apartments. 50L/sec extract per bathroom. Fresh Air Supply to Public Spaces, Business Premisses (for shops) and Offices in accordance with SANS 10400-O.

- **Ventilation Design Standards**

SANS 10400-O Ventilation Portion, ASHRAE 62.1 2013 Ventilation

3.6.6 Wet Services: Plumbing and Drainage

- **Drainage**

The sewer drainage will make use of Gerberit or Valsir drainage pipes which have a thicker wall thickness, allow for less noise and greater flows through them. Central risers will be situated at each service shaft for ease of maintenance should it be required with the vent pipes on the roof.

- **Domestic Water Supply**

The fresh water supply to the building will be obtained from the local water authority and will supply storage tanks. These tanks will situated on the parking level and roof level which will accommodate for the required 135l/day per apartment as per the City By-laws.

The domestic hot water system will receive its heat form a heat pump system with the thermal water storage tanks which will be situated on the roof of the building. Central booster pumps will be used to pump the water through the hot water tanks and into the building. The hot water system will also consist

of a circulation line whereby the hot water will continuously flow through the pipes in the building. This will allow for very short waiting times for the hot water (5 to 10 seconds typically) at the point of use. Shut-off valves will be installed in numerous places on the system and at each branch into the apartments. This will allow for maintenance to be undertaken by merely shutting off the problem area.

The following general requirements will be met:

- Hot water will be supplied to all rooms 24/7 at 55 to 60 degrees Celsius
- Water pressure at the point of use will be 2.5 to 5.5 bar pressure.
- Water meters will be installed at the incoming main line as a well as at each apartment
- Shut-off valves will be installed at accessible positions and at all branches into bathrooms and risers
- All cold water and hot water circulation will be lagged with an approved insulation material.

- **Codes and Standards to be Used**

The following codes and standards will be used if and when required

- SANS 10400-P: 2010, 3RD Edition : Drainage
- South African National Standards, Part P : Water Supply installations for buildings
- SANS 10252-1: 2004 Water supply and drainage for buildings part 1: Drainage installations for buildings

4. IMPACT ASSESSMENTS

4.1 TRAFFIC IMPACT STATEMENT (TIA), see Annexure I

This TIA has reviewed the 22 Collingwood Road development in Observatory. The background traffic conditions for both the AM and PM weekday commuting periods have been found to be moderate to low in terms of typical commuter traffic volumes. The peak congestion along Station Road in the PM is due to the downstream congestion on Liesbeek Parkway caused by congestion on the N2. The surrounding primary road network, being Main Road and Liesbeek Parkway convey high volumes of traffic in the PM, which leads to rat running through Lower Main Road and Station Road, thus increasing traffic volumes past the development site. Due to the nature of the development being part student accommodation, half the vehicle trips from the development travel against general peak traffic flow which means they do not add onto the existing traffic volumes travelling past the development.

Conclusions

- The existing traffic operations analysis revealed that all intersections operate at acceptable Level of Service, with the worst being LOS C for the Lower Main Road and Scott Road intersection and LOS C for Station Road and Drake Street.
- The development consists of 189 student residential units, 219 apartments, 36 duplexes and 274m² business premises.
- The development provides a total of 326 parking bays, 5 bays for the business space, 302 bays for the apartment units (this includes 47 visitor bays), and 19 bays for the student accommodation at 2 bays/100 m² for the business space; 1,2 bays/100 m² for the apartments, 1,25 bays/100 m² for the duplexes and 0,1 bays/100 m² for the student accommodation. These are deemed appropriate as the area is PT1, but actually operating as PT2.
- The five-year post development assessment scenario includes the background trips and no traffic growth due to external bottlenecks.
- The future traffic scenario revealed that all intersections operate at acceptable Level of Service, with the worst being LOS C for the Lower Main Road and Scott road intersection and LOS C for Station Road and Drake Street.
- The future traffic analysis revealed that there is very little difference in the operation at all the intersections analysed. Hence there is no significant impact caused by the proposed development.
- The accesses adhere to the access spacing requirements as per the Road Access Guidelines
- The internal layout is acceptable with the following notes:
    - Maximum ramp grade is 15% with appropriate transitions
    - Aisle widths of 7m
    - Ramp widths of 7.5m
    - Stacking space of 23.5m
- The existing public transportation and NMT infrastructure is sufficient to accommodate the development trips.

Land Use	Units (/du or /100m²)	Trip Gen. Rate		Total Trips		Adjusted Total Trips (varies*)		Directional Split %				Vehicle Trips			
								AM		PM		AM		PM	
		AM	PM	AM	PM	AM	PM	In	Out	In	Out	In	Out	In	Out
Student Apartments	189	0,20	0,30	38	57	8	11	25	75	65	35	2	6	7	4
Apartments /Flats	219	0,65	0,65	142	142	121	121	25	75	70	30	30	91	85	36
Duplexes/ Simplexes	36	0,85	0,85	31	31	26	26	25	75	70	30	7	20	18	8
Retail	3	0,60	3,40	2	9	1	8	65	35	50	50	1	1	4	4
Total				**212**	**239**	**156**	**166**					**40**	**117**	**114**	**52**

Table 4.1.1 Trips after trip reduction factor applied (Based on COTO)

Recommendations

There are no traffic mitigation measures required on the external road network.

There are no traffic-related reasons why this development may not proceed.

4.2 NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (NEMA – ACT 107 OF 1998)

This application does not trigger any listed activities that require any Environmental Impact Assessment.

4.3 NATIONAL HERITAGE RESOURCES ACT, 1999 (NHRA – ACT 25 OF 1999), see Annexure J (to be completed)

Heritage NID will not be required as a Section 34 of the NHRA application will be submitted to the Heritage Western Cape (HWC), see Heritage Report Annexure H.

Section 34 of the NHRA states "No person may alter or demolish any structure or part of a structure which is older than 60 years without a permit issued by the relevant provincial heritage resources authority"

In terms of the proposed development, the heritage resources authority refers to HWC and the section 34 application must be submitted to fulfil their requirements. The section 34 application draft, see annexure J, indicates that the site is located outside of any declared or proposed CoCT Heritage Protection Overlay Zones (HPOZ).

In applying the Do.co, mo.mo criteria for assessing significant examples of modern architecture, the heritage practitioner indicated that the existing structure is an ordinary building, with little or no social, artistic, *canonic* and referential values. In addition, the practitioner concluded that the building lacks any conservation value, similar to the industrial-like buildings in Parow, particularly, the Foschini Factory.

The Heritage practitioner confirmed the following, see Annexure J:

- The existing building on the site possesses no heritage significance or degrees of significances in terms of the NHRA Act Sec 3(3).
- The existing building will not be placed on any register to be protected as a heritage resource.
- Proposed grading of the site as III-C complex with individual grades. In terms of the Original c1955 Factory: III-C, and in terms of the Portal Frame Addition: NCW.

The proposed development has no major heritage constraints. The proposed design also takes into consideration that site straddles the Upper Observatory HPOZ across Blake street by softening the façade

along this western edge of the property, by staggering the front yards of the duplex units on the ground floor. In addition, the business premises located on the corner of Collingwood Road and Blake Street will respond to needs of the surrounding residents and assist in creating a transitional space for the proposed development to fit in to the character of the area.

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5. POLICY ALIGNMENT

This section describes how the proposal is aligned with the relevant spatial planning policies.

This section describes relevant spatial planning policies, in order to establish the appropriateness of the proposals to the City and the local area.

5.1 CITY OF CAPE TOWN SDF, 2018

The City of Cape Town Municipal Spatial Development Framework (MSDF) directs the location and type of development that should take place. It promotes a spatial form that curbs urban sprawl by focusing on inward growth, higher densities and a strong focus on mixed-use development (CoCT MSDF, 2018).

In terms of the MSDF (2018), the property concerned is located along a Structural Corridor and an Economic Area, see Figure 5.1.1. The mixed use nature of the proposal aligns well with the SDF proposals that encourage a mix of uses in close proximity to public transport.

Thus, the application is aligned with the MSDF.

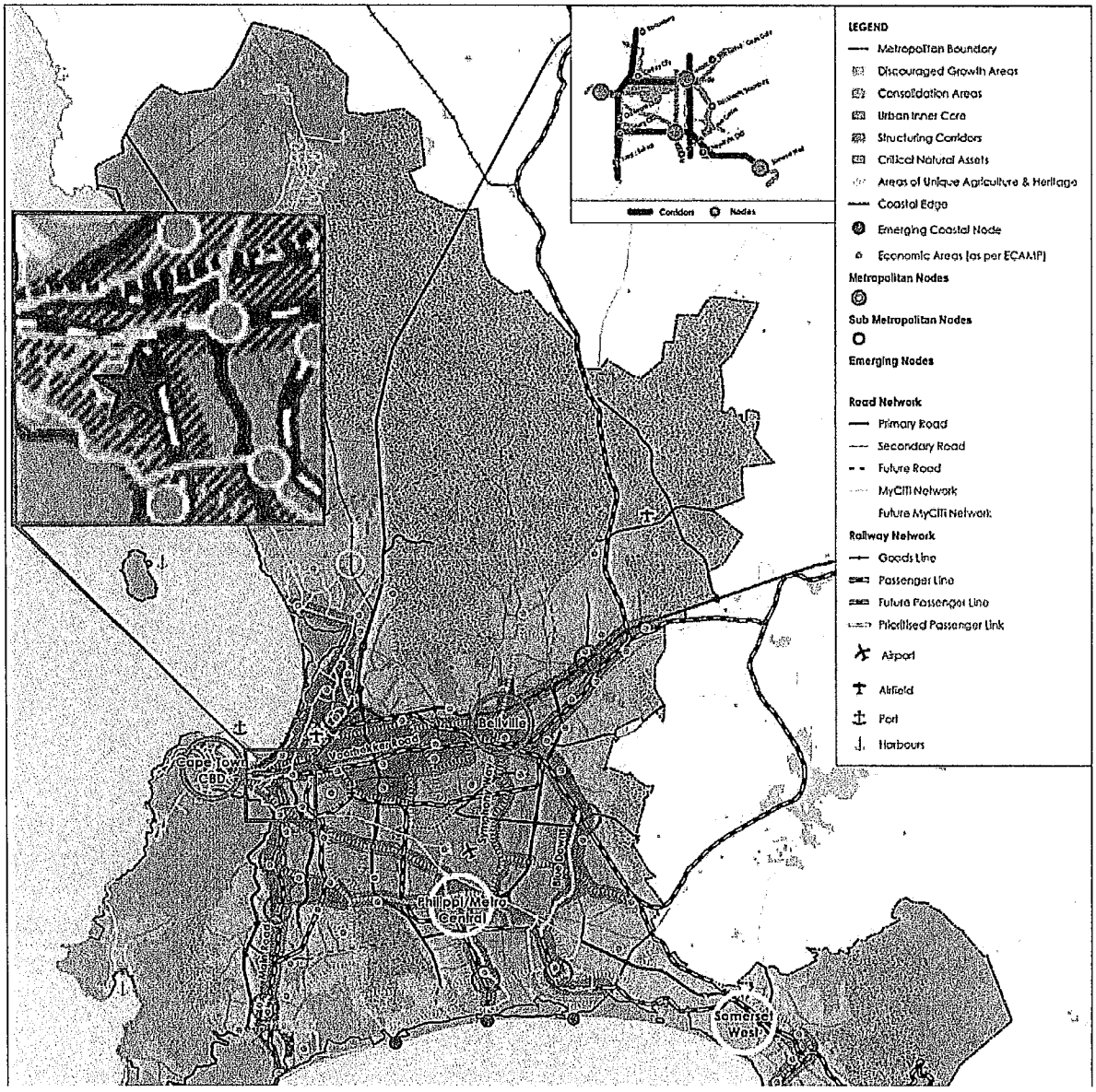

Figure 5.1.1 City of Cape Town MSDF, 2018 (source: CoCT MSDF, 2018)

5.2 TABLE BAY DISTRICT PLAN (2014): SUB-DISTRICT AREA 3 (SALT RIVER, OBSERVATORY, PAARDEN EILAND)

Sub-District Area Plan 3 (SDAP) (2012) within the District Plan serves to guide development at a neighbourhood level. The property concerned is situated in an Urban Development area, which implies that development is encouraged, see Figure 5.2.1. The SDAP proposes a higher order urban civic upgrade 150m to the south of the property concerned, along Station Road and Lower Main Road. There is also a railway line upgrade planned, the station is 100m to the east of the property concerned. All these higher order services and activities proposed in close proximity to the property concerned both require an intensification of use to make them viable and will be able to support such activities.

Thus, the application aligns with the subdistrict plan.

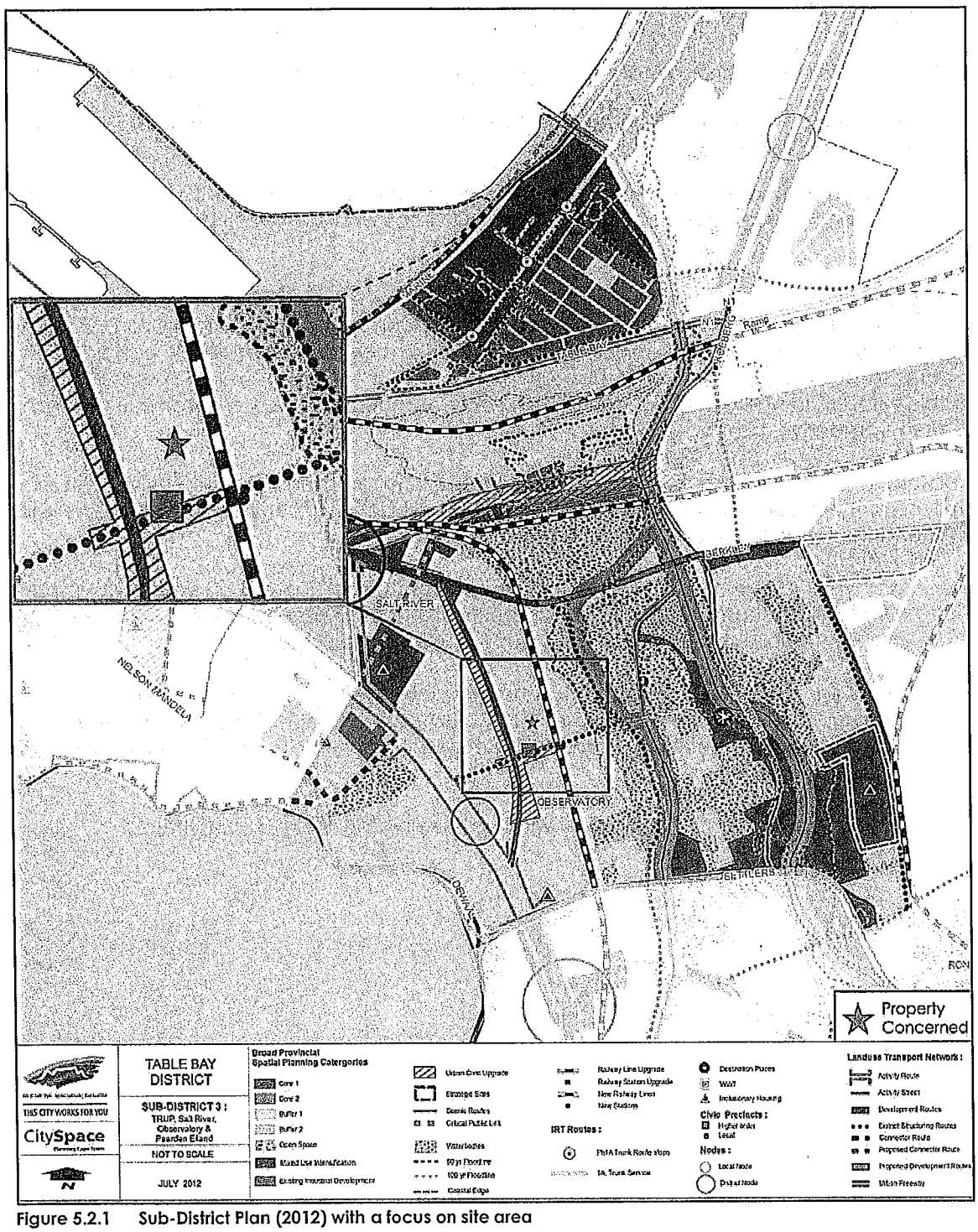

Figure 5.2.1 Sub-District Plan (2012) with a focus on site area

5.3 OBSERVATORY POLICY PLAN (OPP) (1993)

The OPP (1993) arose out of the historical need for guidance on how the mixed-use character of the suburb should develop. It is an overall policy framework to inform future spatial development of the area. The policy plan suggests that council proceeds with the following actions:

i. The declaration of identified urban conservation areas.

ii. The amendment of the road widening scheme along Main Road.

iii. The improvement of certain intersections along Lower Main Road and Station Road.

iv. The provision of parking in Station Road between Lower Main Road and Herschel Road.

v. The formulation of a comprehensive policy for the future of Lower Main Road.

vi. The establishment of a tree planting programme for higher order roads and along the railway line.

vii. A partnership between Council and community to create a policy for the development and utilisation of the Village Green.

viii. The council should continue to facilitate local community involvement with identifying illegal and intrusive non-residential uses, tree planting in residential areas and the identifying and resolving parking problems.

The OPP proposed a Conservation Area which was subsequently approved, see Figure 5.3.1. The property concerned is just outside the approved Conservation Area. As has been demonstrated in section 3.3.25 of this report, notwithstanding, the property's existing higher intensity development rights it has gone to considerable lengths to pull back from the heritage precinct boundary so as to create as sensitive an interface as possible without unreasonably / unduly / excessively impacting on the development rights on which the value of the property is based.

The OPP also proposed Residential Protection Areas, see Figure 5.3.2. This proposal, which seeks to convert a former industrial use of the property to largely mixed use residential in terms of its current zoning rights, will strengthen and extend the residential activity in this part of Observatory.

The OPP identified local vehicle orientated transport policy proposals, see Figure 5.3.3. Residents in the proposed project are likely to be strongly pedestrian and public transport biased and thus will strengthen thresholds to ensure a vibrant public street network and viable public transport services.

The OPP promotes the Village Green as a green urban heart of Observatory, see Figure 5.3.4. The easy walking distance of the proposed project to the Observatory CBD past and across the Village Green will help to ensure that its role as an important pedestrian orientated public place in the middle of Observatory is strengthened.

Therefore, the proposals are considered to be aligned with the Observatory Policy Plan (OPP).

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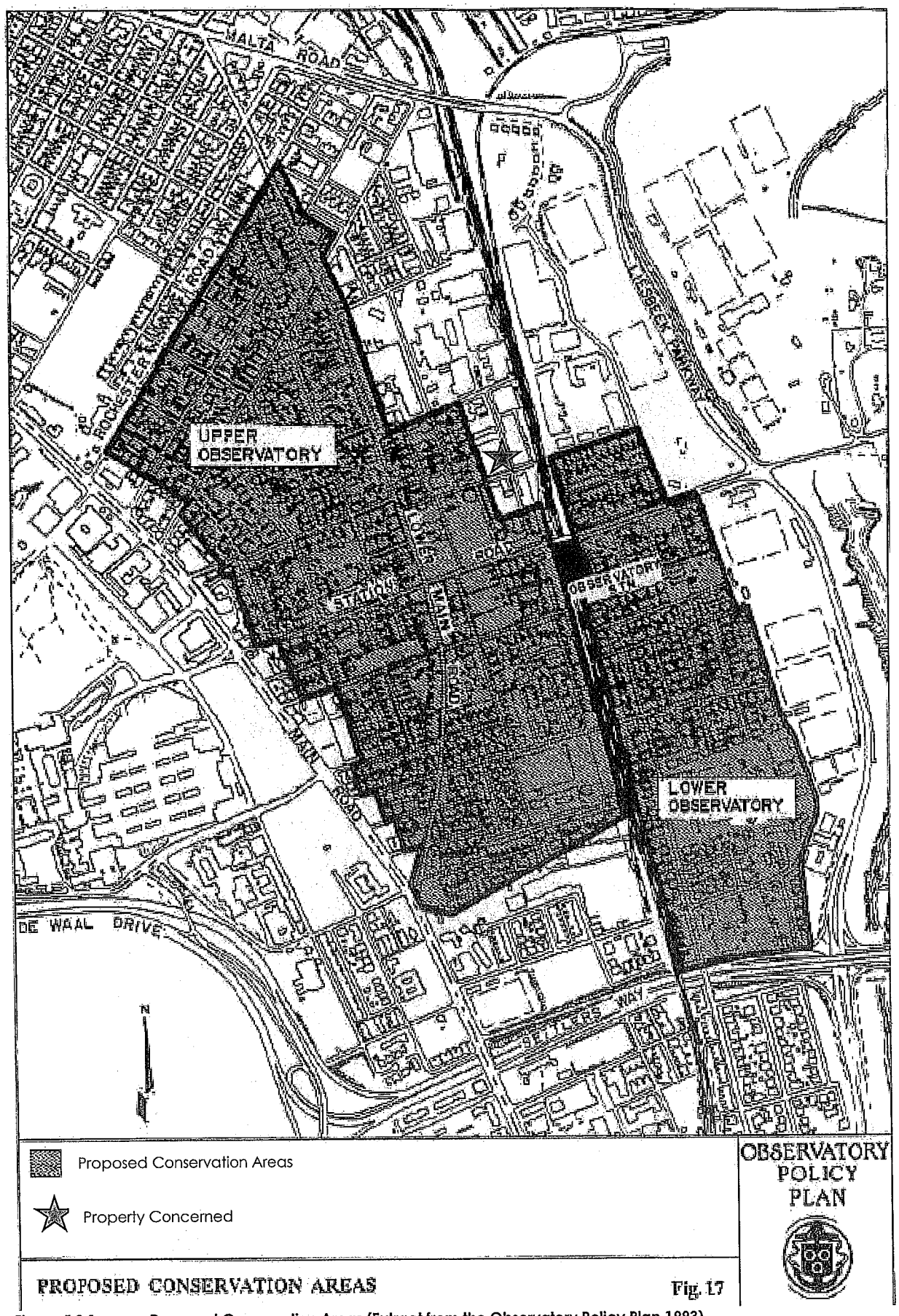


Figure 5.3.1 **Proposed Conservation Areas (Extract from the Observatory Policy Plan 1993).**

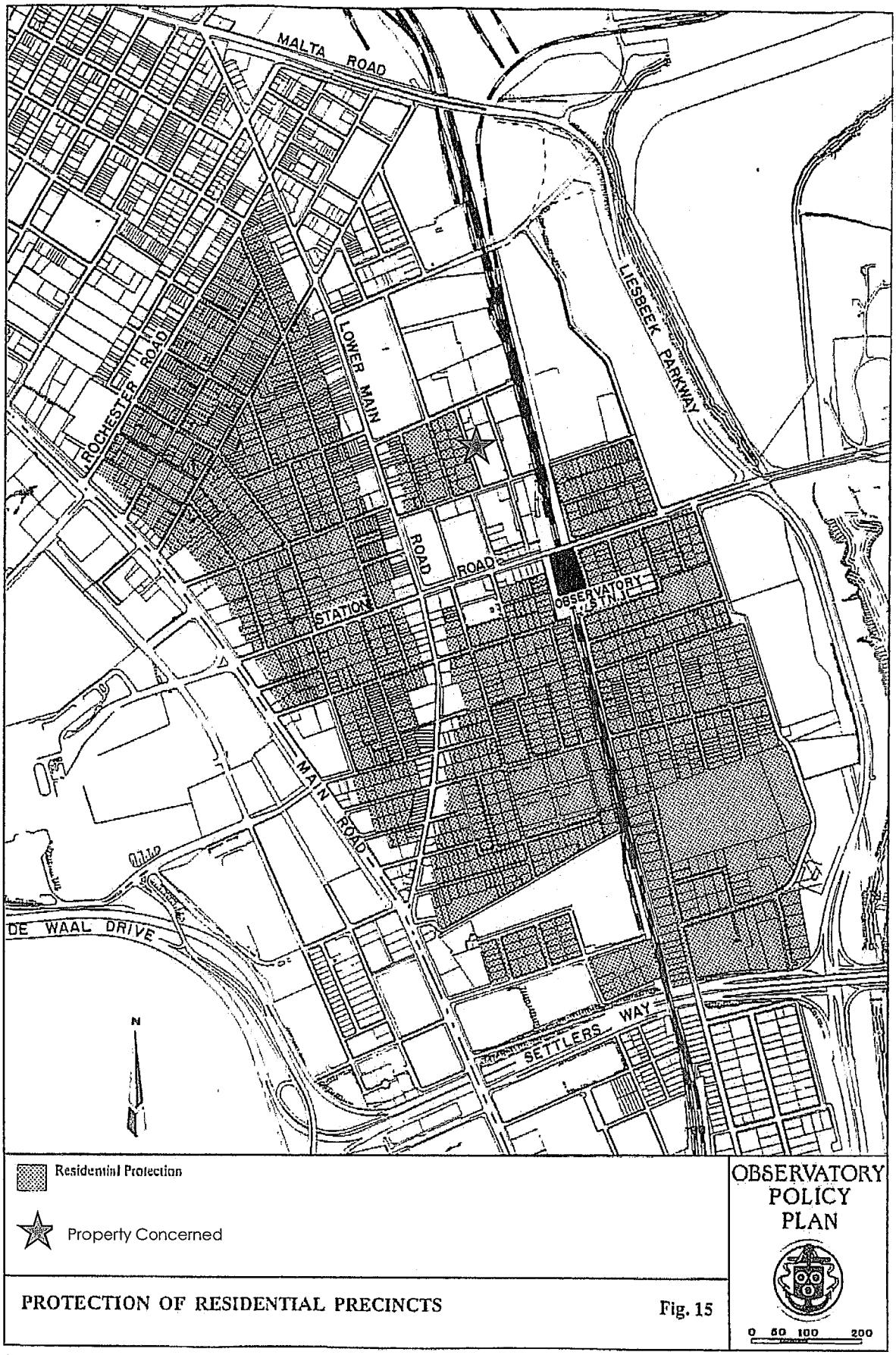


Figure 5.3.2 Proposed Protection for Residential Precincts Areas (Extract from the Observatory Policy Plan 1993: pg 44).

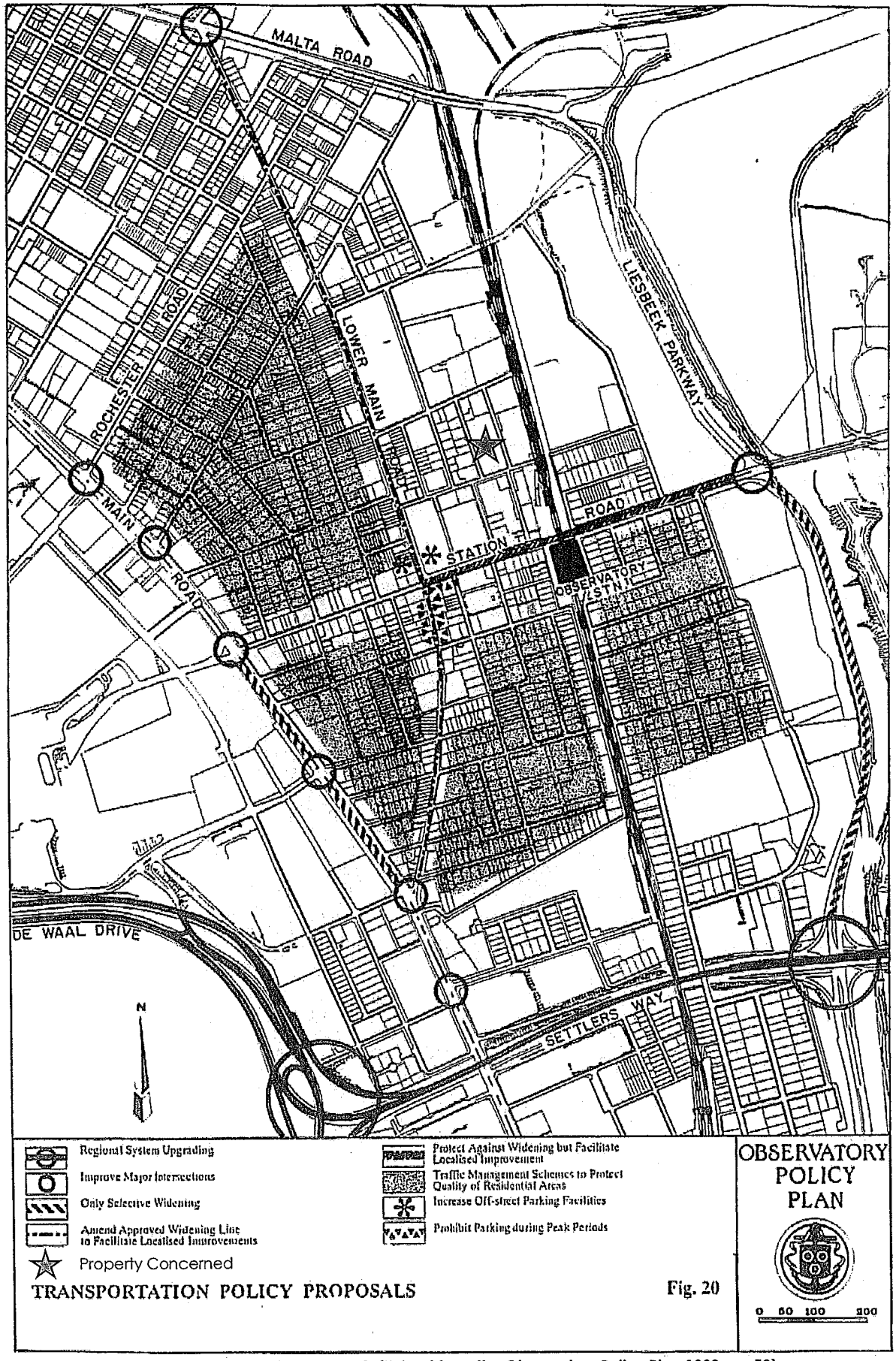


Figure 5.3.3 Transportation Policy Proposals (Extract from the Observatory Policy Plan 1993: pg 52).

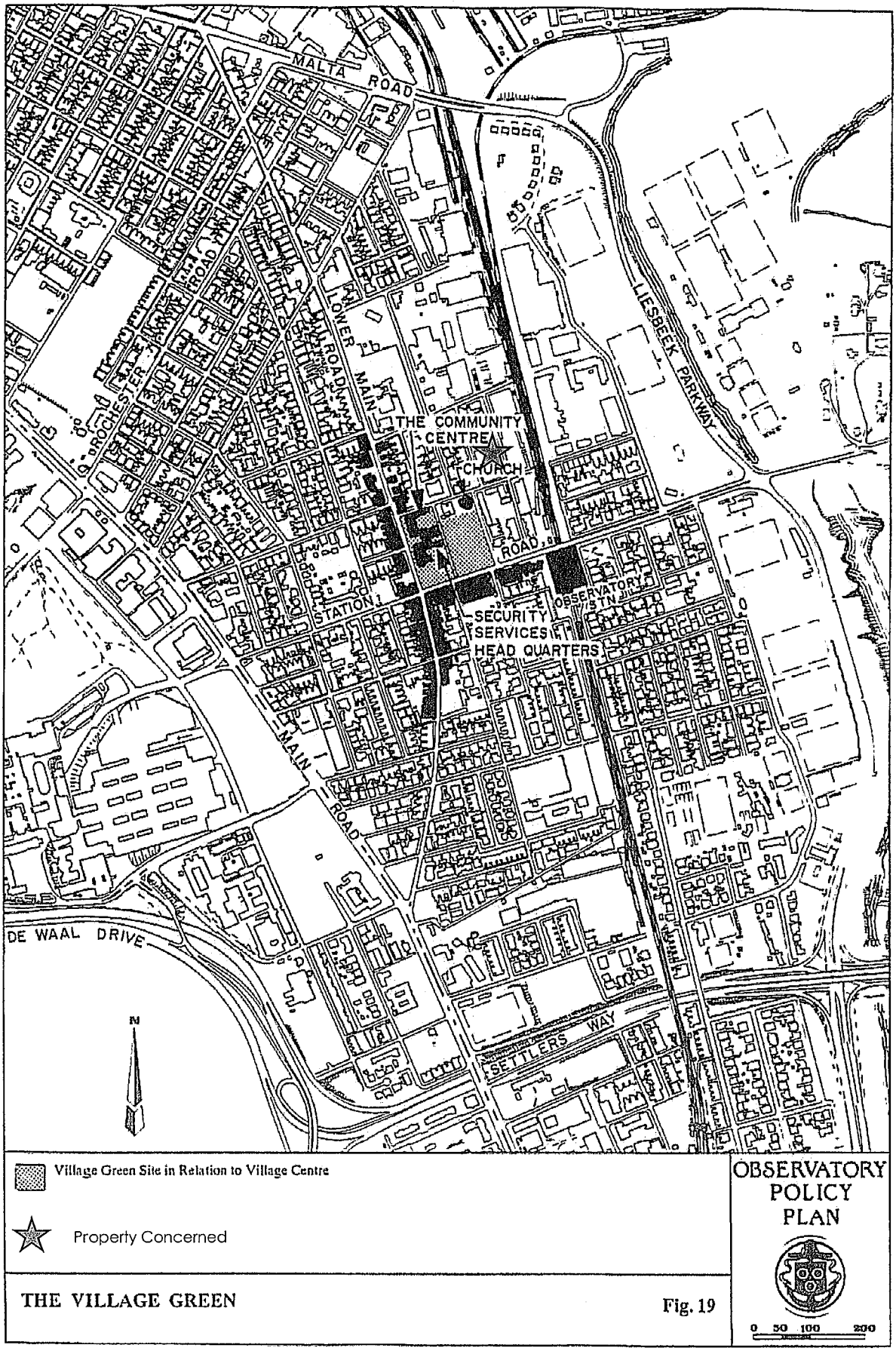


Figure 5.3.4 The Village Green (Extract from the Observatory Policy Plan 1993: pg 52).

5.4 URBAN DESIGN POLICY, 2013

This policy serves to encourage development based on urban design principles to create sustainable and responsive built environment for the City. The proposed development aligns with the Council's overarching urban design policy principles through aligning with the following objectives, as listed below:

Objective 1: The developments must contribute positively to urban structure of the city to create integrated and legible places and neighbourhoods.

- The proposed development will significantly enhance the streetscape and will provide both student accommodation and market related duplex housing that creates a mixed-use character in a previous area.

Objective 2: Ensure that developments contribute to improved equality of the public realm and public spaces.

- The streetscape and street corners will be improved through activating the pedestrian realm through the application of speed tables/paving bands along Seymour Street, Collingwood Road and Blake Street.
- The business premises proposed on the ground floor between Collingwood road and Blake Street, as well and between Collingwood Road and Seymour street also encourages end-users from a variety of backgrounds catering to the needs of both students and professionals.

Objective 3: Ensure that developments contribute to the creation of safe and secure communities.

- The 8-storeys above ground with various overlooking balconies and windows offers passive surveillance of the public realm particularly of users of the surrounding streets. 'Eyes on the street' facilitates the reduction of crime and contributes to a safer environment.

Objective 4: Ensure opportunities and amenities are accessible and that people can move about easily and efficiently.

- The covered pedestrian walkway provided supports both visitors to business premises on the ground floor and provides a safe pathway for daily movement of residents from moving vehicles, particularly along Seymour. The pedestrian access is located on the east of the property concerned along Seymour Street and on the south along Collingwood Road. Vehicular access is only along the north of Seymour Street to provide access to basement parking, there by offering an adequate legible hierarchy of movement.

Objective 5: Promote development intensity, diversity, and adaptability.

- The proposed development seeks to optimise the intensification of the built form (in terms of height and coverage) to efficiently use existing land rights.
- The mixed-use development has been designed to attract a variety of end-users and offer both business and residential opportunities.

Objective 6: Ensure enclosure and positive interfaces onto the public realm.

- Residents are provided with sufficient enclosure due to perimeter development and limited movement in and out, and private front yards along Blake Street for duplex units.
- Pedestrian entrances allow for adequate flow of movement in and out of the building, especially along Collingwood Road and Blake Street.

Objective 7: Development should recognise and respond appropriately to informality.

- In the short-term, informality will not play a role in the development.
- However, as the demand for business increases over time and more users are attracted to the building , there could be opportunities along the Seymour Street walkway for pop up shops to be introduced.

Objective 8: Development should protect, value, and enhance the natural environment through sustainable design.

- The proposed development was formerly in an industrial area and has no significant environmental value, however, the incorporation of landscape features especially in the courtyard assists in the protection of the environment.

5.5 DENSIFICATION POLICY 2012

This policy aims to encourage densification to improve the City's sustainability and to enhance the quality of the built environment.

According to this policy zoning rights such as Mixed-Use Zone 2 classify as a Density Priority Zone (DPZ). The proposal amounts to a very significant increase in the current densities in the area. Thus, the proposed development aligns with this policy.

5.6 TALL BUILDINGS POLICY 2013

This policy serves as a mechanism to control the development of tall buildings to encourage appropriate massing and locations in Cape Town.

Relevant tall building policies with which this application complies are as follows:

P2: Taller buildings should be located in higher-order areas within the city (nodes and corridors) where more intense development should be supported

The property concerned is located in an inner-city area (Observatory) with a strong public transport network and accessibility to the CBD which supports larger developments such as the 8-storey building proposed. In addition, it is in walking distance (under 1km) from Observatory CBD and rail station. Properties of the same Mixed-Use 2 zoning are located to the north abutting the site and across Seymour Street to the East; These neighbouring properties are not fully utilising their rights.

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

The proposed building is closely aligned with this policy, especially in terms of the public realm that will be supported by urban design, see pedestrian realm sketch Figure 5.6.1 below that shows the following:

- Raised speed table/change in material of road surface due to streets after construction.
- Two-way route along Blake street and Seymour street with carriage way crossing to permit residents to enter their property.
- The main pedestrian entrance is off Collingwood and a raised-speed table/band to celebrate entrance of the building is proposed.
- A paving band or raised speed table is also proposed in front of the pedestrian entrance off Seymour Street.
- There is a proposed substantial pedestrian walk way within the colonnade along Seymour Street.
- The business corner between Seymour Street and Collingwood Road will also support pedestrian activity as an attraction to activate the public realm.

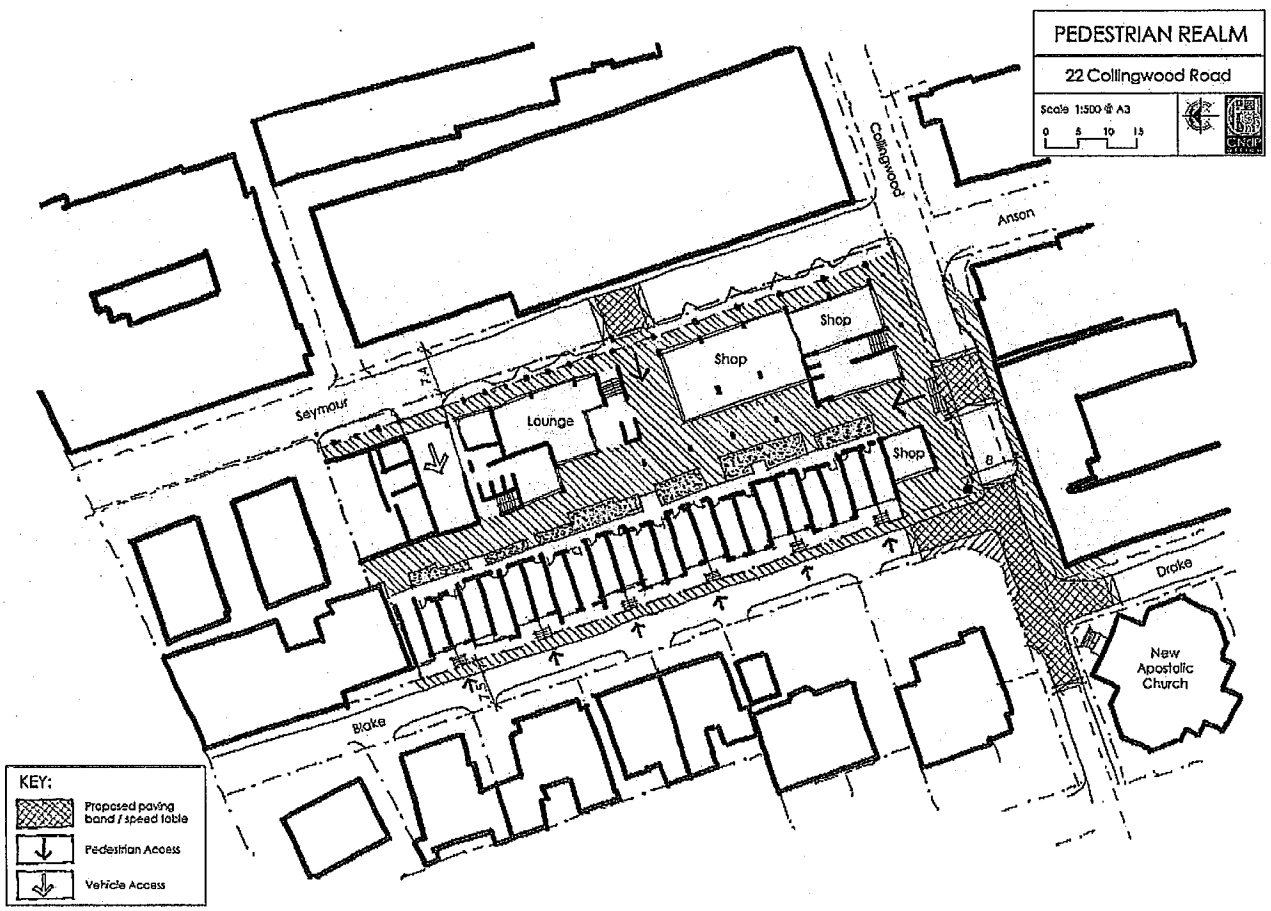


Figure 5.6.1 Pedestrian realm sketch

P6. Assessment on merit within the building's context

The policy notes that the approval of a tall building should not be seen as a precedent for other applications in the same area as it should rather be dependent on the tall building's motivation towards an appropriate location response to the context and its compliance with the Tall Buildings Policy.

The project addresses this policy as it largely comprises building out existing development rights in a neighbourhood where the surrounding properties are already zoned MU2.

The location is further appropriate for a tall building as it falls within the incipient higher density student housing corridor that is being developed along the Main Road.

P7. Area Character analyses will inform the design of tall buildings

The urban design and heritage indicators in sections 3.1 and 3.2 provide a rigorous area character analysis which, as section 3.3 illustrates, has closely informed the design of the building.

P8. A tall building design should consider the three parts of a tall building within its context
The base of the proposed development supports an active pedestrian realm (see response to P4 above) The middle/shaft minimises shadow and maximises sky views from the street. The top/crown is designed in a way which enhances the pattern of skyline character of the city, see Figure 5.6.2.

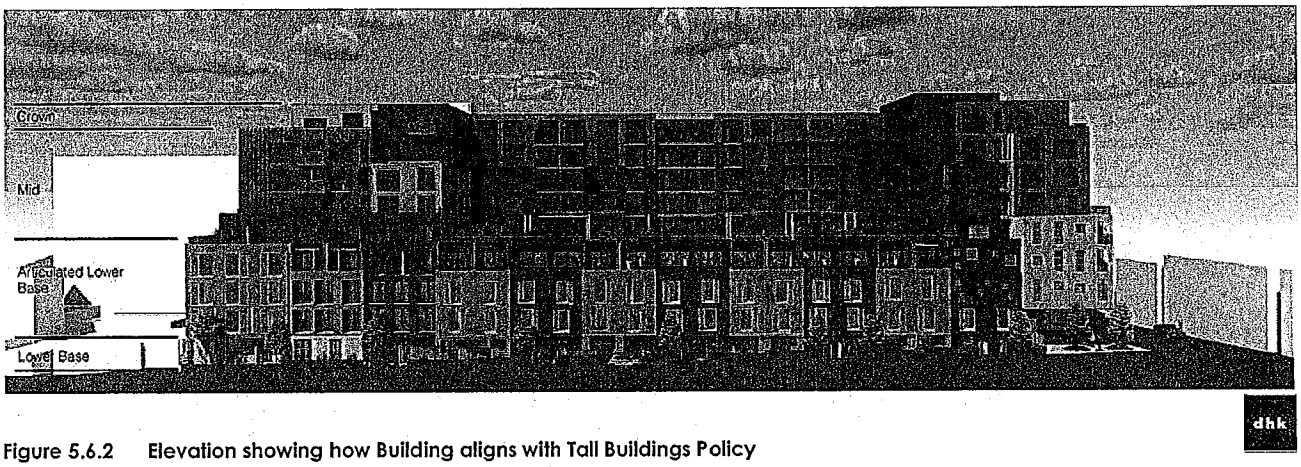


Figure 5.6.2 Elevation showing how Building aligns with Tall Buildings Policy

Interestingly, the Tall Buildings Policy does not have a policy strategy that explicitly addresses the interface of tall buildings with neighbouring properties of lower heights and the issues that may arise, for example, overlooking and privacy. In this regard, it is intended that downward views will be screened with solid balustrades, high windows, and other similar devices.

5.7 BOUNDARY WALLS - SECTION 136 (B) (MPBL)

This policy aims to facilitate how boundary walls are managed. The Blake Street Interface which is intended to have a residential character referring to the residential dwellings across the street, comprises a series of garden gates and fences informed by section 136 (b).

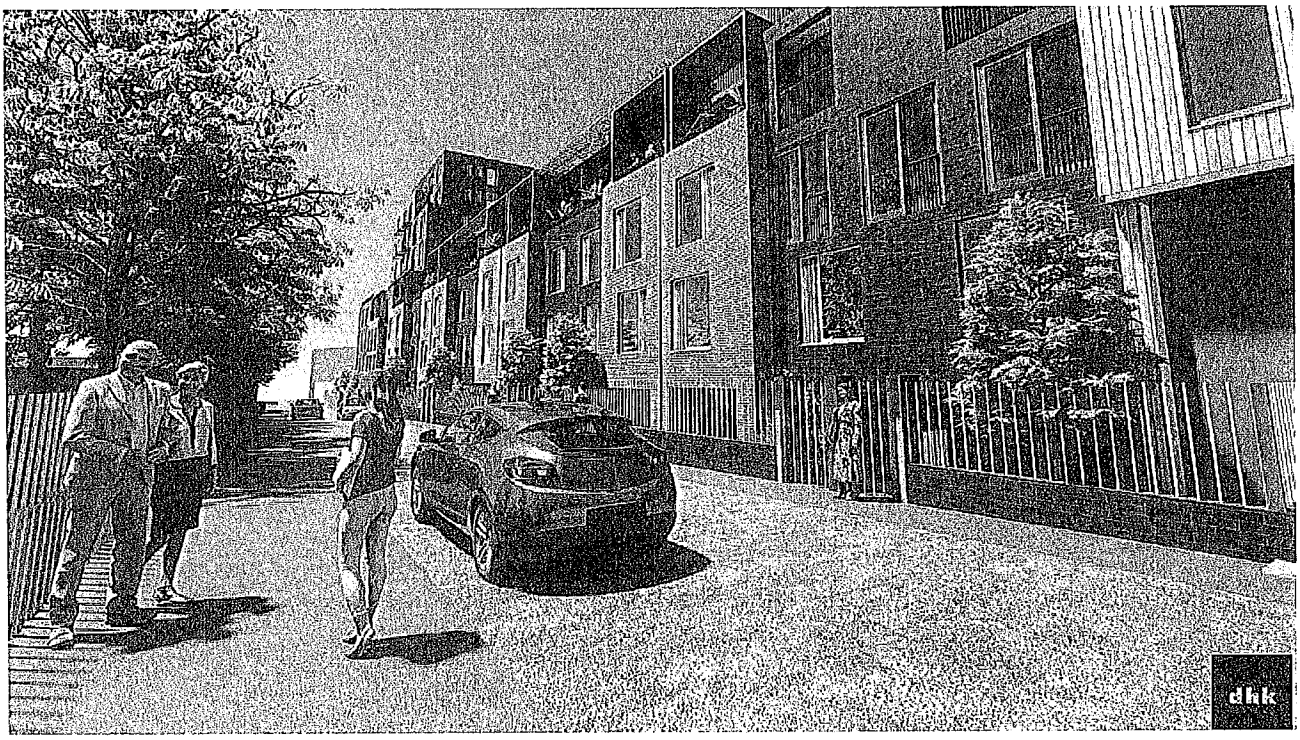


Figure 5.6.3 Residential style boundary walls and fences along Blake Street

5.8 INCLUSIONARY HOUSING – STUDENT RESIDENCES

Providing access to well-located land for households previously excluded from such land for social, political or economic reasons has long been an urban policy issue in Cape Town and South Africa.

The private sector should, within the constraints of putting together projects sufficiently viable to attract development finances without which there would be no project, support this goal.

Land for private sector development is always purchased at prices based on current existing rights. These prices do not take into account the possibility of having to cater for social policy goals, particularly if there is no policy in this regard. Therefore, there will not be sufficient surplus value to address social goals unless an increase in existing rights is achieved. And, even if additional rights are achieved, the cost of developing these additional rights must still be borne before non-profitable development can be considered, particularly in the absence of any subsidies. This means that it would only be possible to set aside a small portion of additional rights to social goals such as inclusionary housing.

The private property development sector in Cape Town has been waiting on the Council to publish policy guidelines on this subject for over 3 years. These are still not forthcoming. In their absence an ad-hoc rule of thumb has developed whereby 20% of any additional floor space rights should be set aside for inclusionary housing.

Other parameters like household income, residential unit size and unit value and rentals have also not been determined although a maximum household income of R22 000pm is proposed in the MSDF.

In this application's case 20% of additional Floor Space equals approximately 215m² or 4 to 5 50m² apartments. Although insignificant such a gesture could be considered symbolically important.

However, in 22 Collingwood's case it is believed that a much more important and significant gesture can be made, that is, to provide accessible student housing.

UCT has identified a need for well-located affordable student housing in a corridor along the Main Road through Observatory, Mowbray, Rosebank and Rondebosch. Recently, UCT has identified a 500 bed Avenue Road Residence that will be going up in 2021. see Figure 5.8.1 and 5.8.2. Observatory is highlighted in red.

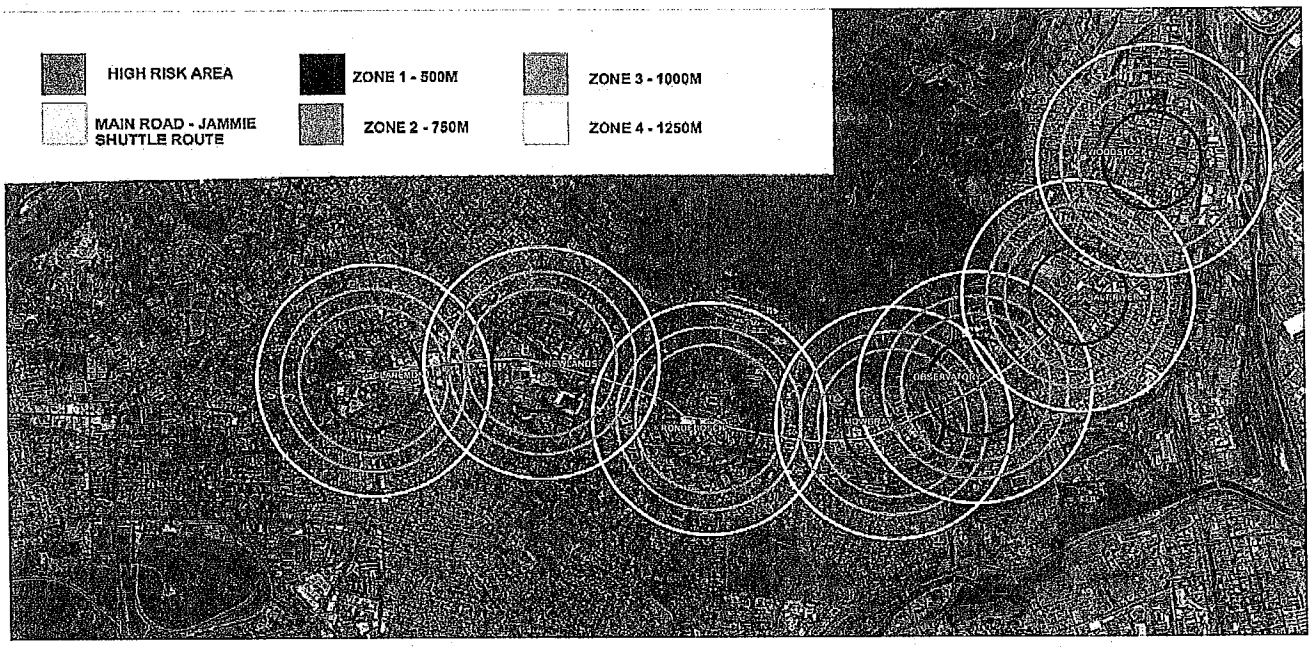
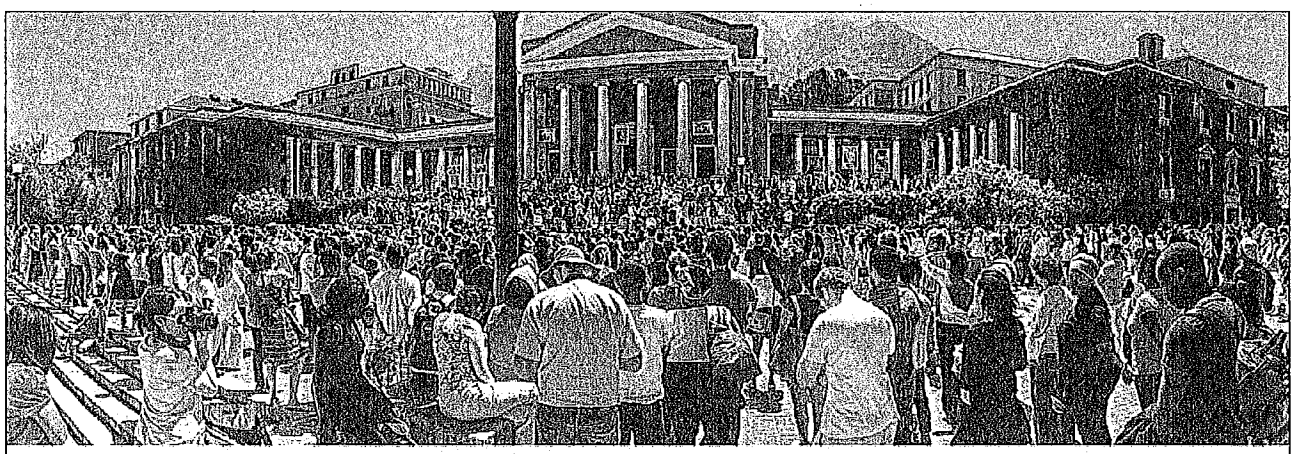


Figure 5.8.1 **Student Residence Extent Diagram** (ref: J Begg, UCT)

The efforts that UCT has gone to promote student housing shows the importance of contributing to this program. Given its location it is considered that the proposed building's social contribution can be much better made towards student housing in particular rather than inclusionary housing in general.

Of the proposed 444 units 43% or 189 will be student units. This will make a significant contribution to alleviating the housing shortage faced particularly by less privileged students at UCT.

Thus, the proposed development will play a role in alleviating some of the demand for student housing "as the student population grows to 32000, the target market growth trajectory for UCT's land-locked campuses" (https://www.news.uct.ac.za/article/-2020-01-06-going-up-500-bed-avenue-road-residence).



REQUEST FOR PROPOSALS:

LEASE TO OWN PROJECT (LTO) FOR NEW STUDENT RESIDENCE FOR UCT

UCT/2019/11/03

The University of Cape Town (UCT) invites service providers to submit proposal for a LTO arrangement, under project agreements, for the establishment of a suitable and sustainable serviced student residence for UCT. This project entails the procurement of land, design, construction and commission, finance, operation and maintenance of the facility.

UCT seeks to enter into a LTO partnership with a respondent to achieve its strategic objectives to provide student residential accommodation via a Brownfield or Greenfield Development.

UCT invites respondents who have LTO capability to offer a proposal in accordance with this document. The submission will be the basis for negotiation with one or more respondents with the intention of awarding the project to a successful respondent, which will result in the conclusion of the project agreement.

Figure 5.8.2 **UCT Advert for Lease to Own for Student Residences** (ref: J Begg, UCT)

6. LANDSCAPE MASTER PLAN AND GUIDELINES

A preliminary landscape and tree planting concept is shown on the site plan, ground floor and elevational drawings, see Figures 3.3.5, 3.3.6, 3.3.10, 3.3.32, and 3.3.23.

It is proposed that a Landscape Master Plan and Guidelines be required as conditions of approval.

7. MOTIVATION IN TERMS OF SECTION 99 (MPBL)

(Criteria for deciding application) (note deleted items retained to retain alphabetic continuity)

(1) (a) [Para. (a) deleted by sec 15(a) of MPBL: Municipal Planning Amendment By-Law, 2019]

(b) Proposed land use must comply with/will be consistent with the municipal spatial development framework;

Yes, the proposed land uses comply with the approved MSDF (2018) as the property concerned is located in the Urban Inner Core. The proposal also complies with the Table Bay District Spatial Development Plan (2011) as it is located on land designated as Urban.

(c) [Para. (c) deleted by sec 15(c) of MPBL: Municipal Planning Amendment By-Law, 2019]

(d) (i) In the case of an application for departure to alter the development rules relating to permitted floorspace or height, approval of the application would not have the effect of granting the property the development rules of the next sub zone with in zone. (N/A)

No. approving the requested departures will not have the effect of granting the development rules of the next sub-zone.

(ii) An application for a departure to alter development rules in terms of floor spaces or height does not exceed 10% of maximum permitted height or floor space of the existing subzone does not trigger the minimum threshold requirement.

No, the proposed height and floor space departures do not exceed 10% of the applicable development rules under Sec 9(2) MU2, see section 3.3.3.

Thus, item 99(i)(d)(ii) will not be exceeded and the minimum threshold will not be triggered.

(2) If an application is not refused under subsection (one), when deciding whether or not to approve the application, the decision-making must consider all relevant considerations including where relevant, the following:

(a) Any applicable spatial development framework

In addition to complying with the MSDF the application also complies with the Table Bay District Plan, sub-district Area No. 3, and the Observatory Policy Plan (1993).

(b) Relevant criteria contemplated in the development management scheme (MPBL)

The application is compliant with the MPBL except for minor departures being applied for in this submission.

(c) Any applicable policy or strategy approved by the city to guide decision-making:

[Para. (c) substituted by sec 7 of MPBL: Municipal Planning Amendment By-Law, 2017]
The application complies with the following applicable policies as outlined below and described in section 5 of this report.

- **Densification policy (2012)**
  According to this policy zoning rights such as Mixed-Use Zone 2 classify as a Density Priority Zone (DPZ). Therefore, this application aligns with this policy due to the significant increase in residential development that it proposes.

- **Urban design policy (2013)**
  The proposed development aligns with those objectives set out in the Urban Design Policy relevant to the application. The proposed development will contribute to the urban structure of the City and encourage legible spaces that are responsive to surrounding urban form.

- **Tall buildings policy (2012)**
  This policy has informed the design of the project, see section 5.6. The tall building being proposed contributes to a quality, active public realm at street and first floor level. An anthropomorphic approach has been taken to the design of the building with its podium (base), mid-section (slab blocks) and top (set back top floor and roof).

- **Boundary walls and fences: Section 136 (b) MPBL**
  This policy aims to facilitate how boundary walls are managed. The Blake Street Interface which is intended to have a residential character referring to the residential dwellings across the street comprises a series of garden gates and fences informed by section 136 (b). See section 5.7.

- **Social development strategy**
  This application is closely aligned with Chapter 3 of the Social Development Strategy, namely to "support the most vulnerable through enhancing access to infrastructure and social services" by including a significant portion of student housing in the proposal in line with UCT's housing strategy for providing well located affordable student residences.

- **Economic growth strategy**
  The economic growth strategy aims to encourage a sustainable, globally competitive city. The proposed development directly supports this strategy by providing over 400 residential dwelling units with associated business space of which 43% are aimed at students. Their successful education is key to the long-term, economic growth of the country.

- **Directives for the planning, design and implementation of human settlement projects in Cape Town**
  Not applicable - not a low-income housing project.

(d) **The extent of desirability of the proposed land uses, as contemplated in subsection (3)**
Not applicable.

(e) **Impact on existing rights (other than the right to be protected against trade competition);**
Considerable design development has gone into ensuring that existing development rights, particularly the single dwellings along Blake Street are protected to the greatest extent possible, notwithstanding the property concerned's existing MU2 rights. To this end the existing development rights envelope along Blake Street has been considerably reduced and this floor space re-allocated to other, less sensitive parts of the building abutting similar MU2 rights.

(f) **An application for the consolidation of land units:**
Not applicable, see section 1.1.

(g) **Other considerations prescribed in relevant national and provincial legislation, which includes the development principles as contained in section 7 of the Spatial Planning and Land-Use Management Act, 2013 (Act no. 16 of 2013)**

[Para. (g) substituted by sec 8 of MPBL: Municipal Planning Amendment By-Law, 2017]

Spatial Justice
This is achieved through providing affordable student housing within UCT's student residential corridor, an area where increasing property values are making it increasingly difficult for students to afford accommodation.

Spatial Sustainability
The highly accessible location of the project close to UCT's public transport services, Observatory rail station and within walking distance of Observatory CBD reduces reliance on fossil fuels and private motor vehicle usage.

The building has been designed to minimise energy-use and water consumption.

Efficiency
The proposed development maximises efficiency in that its scale and number of residential units supports densification and it exercise its development rights to the full.

Spatial Resilience
The building's excellent location means that its use as a residential building is likely to remain appropriate for many decades in the future. The ground-floor spaces are large and flexible allowing them to accommodate different unforeseen uses in the future.

Good Administration
This application has, in its comprehensiveness, endeavoured to ensure that the resources required by the various government departments to administer it timeously are kept to the minimum.

(h) Whether the application complies with the requirements of this By-Law

[Para. (d) substituted by sec 15 of MPBL: Municipal Planning Amendment By-Law, 2019]

This application has gone to considerable effort as can be seen from this comprehensive motivation report to ensure that all the relevant requirements of this by-law are complied with.

(3) The following considerations are relevant to the assessment under subsection (2)(d) of the desirability of the proposed use or development of land –
[Para. (h) substituted by sec 15 of MPBL: Municipal Planning Amendment By-Law, 2019]

(a) the socio-economic impact
See comments under social development strategy, economic growth strategy, impact on surrounding properties, and spatial justice and sustainability above which all indicates that the application is desirable in terms of its social economic impact, see Sections 2(c), (e) and Section (1).

(b) ...

(c) ...

(d) compatibility with surrounding uses
See comment on how the proposed building has gone to considerable effort to limit its impact on surrounding properties, thereby ensuring its compatibility with surrounding uses in Section (2) (e) above.

(e) impact on the external engineering services
These are acceptable, refer to engineering section 3.6 of motivation report as demands assessed shows that the proposed development does not exhaust various engineering capacities.

(f) impact on safety, health, and wellbeing of the surrounding community
There should be no negative impact on the safety, health and well-being of the surrounding community. This development will bring a welcome injection of activity and people into a currently rather deserted and redundant former industrial area.

(g) impact on heritage

Heritage NID will not be required as a Section 34 of the NHRA application will be submitted to the Heritage Western Cape (HWC), see Heritage Report Annexure H.
Section 34 of the NHRA states "No person may alter or demolish any structure or part of a structure which is older than 60 years without a permit issued by the relevant provincial heritage resources authority".

(h) impact on biophysical environment

There is no negative impact on the biophysical environment.

(i) traffic impacts, parking, access and other transport related considerations and

There is an existing single vehicle access and two pedestrian accesses. The vehicle access is proposed on Seymour street together with one pedestrian access and the other pedestrian access is located on Collingwood Road. Traffic impacts are dealt with through a Transport Impact Assessment, see Annexure K. The TIA recommends that are no traffic mitigation measures required on the external road network. In addition, the TIA shows that there are no traffic-related reasons why this development may not proceed.

(j) whether the imposition of conditions can mitigate an adverse impact of the proposed use or development of land
[Para. (j) substituted by sec 15 of MPBL: Municipal Planning Amendment By-Law, 2019]
[Sub-s. (3) substituted by sec 20 of MPBL: Municipal Planning Amendment By-Law, 2016]

At the time of making this application, there does not seem to be any adverse impacts of the proposed development which require the imposition of conditions.

(4) An application in respect of an existing unlawful construction work which is commenced in contravention of this by-law must be dealt with in terms of section 130
Not applicable.

(5) No decision required to be made in terms of this law may be delayed pending the creation of a policy to guide decision-making on that matter.
Noted.

8. CONCLUSION AND RECOMMENDATIONS

This application complies with the various relevant pieces of legislation in order to provide the necessary rights to facilitate the proposed mixed-use development:

8.1 Departures as per Sec 42 (b) permanent departures for street boundary and common boundary set back lines:

- Blake Street: 1.655m in lieu of 4.5m
- Common boundary: 0m in lieu of 4.5m
- Seymour Street: 1.070m in lieu of 4.5m
- Collingwood Road: 0.0m in lieu of 4.5m

8.2 Departure as per Schedule 3 Sec 9(2) Sub-zonings –for height and floor space exceeding the ceilings of the previous zone by less than 10% (8.4%).

8.3 Sec 137 (f) (iii) ito of sec 138 for a permanent departure for approximately 326 bays in lieu of 370 bays.

The reasons for recommending the approval of this application are summarised as follows:

- The proposed development will significantly improve the current character of the area.
- The proposed development will not negatively impact on the existing rights of surrounding properties.
- It is intended that the impacts caused by the proposed development will have a negligible effect on traffic.
- The proposed development is of an appropriate scale and building form that relates to the surrounding development pattern and land use character of the area.
- The proposed development will not result in any health or safety risks to the surrounding communities.

It is considered most worthy of Council's positive recommendation.

Recommendation

Therefore, it is requested that Council favourably regards this application and recommends the application.