



Basic Assessment Report

Proposed Redevelopment of the
Strand Street Quarry on a portion
of the Remainder of Erf 367, Erf
617, and a portion of unregistered
State Land, Cape Town

DEA & DP REF NO:
16/3/3/1/A7/4/3046/24

PREPARED IN COMPLIANCE WITH THE
REQUIREMENTS OF THE EIA REGULATIONS,
2014 (AS AMENDED) AND THE NATIONAL
ENVIRONMENTAL MANAGEMENT ACT, ACT
NO. 107 OF 1998

VERSION: FINAL
DATE: 13 February 2025

APPLICANT
City of Cape Town



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DOCUMENT DETAILS

BASIC ASSESSMENT REPORT: PROPOSED REDEVELOPMENT OF THE STRAND STREET QUARRY ON A PORTION OF THE REMAINDER OF ERF 367, ERF 617, AND A PORTION OF UNREGISTERED STATE LAND, CAPE TOWN

APPLICANT

City of Cape Town

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Report purpose

This report is prepared in compliance with the requirements the Environmental Impact Assessment Regulations, 2014 (as amended) and is intended to:

- » Present the proposed project and the need for the project.
- » Describe the affected environment, to facilitate informed decision making.
- » Provide an overview of the BA Process being followed, including public consultation.
- » Assess the predicted positive and negative impacts of the project on the environment.
- » Provide recommendations to mitigate negative impacts and to enhance the benefits of the project; and
- » Provide for environmental management during the implementation of the project.

VERSION HISTORY

Date	Version
21 August 2024	Draft
17 November 2024	Updated draft for HWC comment
13 February 2025	Final

DECLARATION OF EAP'S INDEPENDENCE

I, Jeremy Rose, appointed by the City of Cape Town as Environmental Assessment Practitioner for the proposed Redevelopment of Strand Street Quarry Basic Assessment Report, hereby declare that the information provided in this report and supporting documentation is complete and correct to the best of my knowledge; that other than fair remuneration for work performed in terms of this application I have no business, financial, personal or other interest in the activity or application and that there are no circumstances that may compromise my objectivity; that I have disclosed, to the Applicant, the specialist(s), the Competent Authority and registered interested and affected parties all material information that have or may have the potential to influence the decision of the Competent Authority; that I have ensured that information in respect of the application was distributed or was made available to registered interested and affected parties and that participation will be facilitated in such a manner that all interested and affected parties were provided with a reasonable opportunity to participate and to provide comments; and that I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations.

Jeremy Themba Rose BSc, BSc Hons, Reg. E.A.P. 2019/1116, IAIA member #5781

Infinity Environmental (Pty) Ltd: Director & Principal EAP

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EXECUTIVE SUMMARY

Background and introduction

The City of Cape Town proposes to implement a redevelopment vision for the Strand Street Quarry site, a historic quarry and National Heritage Site located on a portion of the remainder of Erf 367, erf 617, and a portion of unregistered State Land in Cape Town ('the site'). The site is located between the historic residential neighbourhoods of the Bo-Kaap and de Waterkant, and on the edge of the central business district (see). The quarry is located at the corner of Strand Street and Hudson Street and is bordered by Strand Street to the east, the Tana Baru cemetery to the west and the Jami'a Masjid to the south.

The Strand Street Quarry site, of which only a small portion is currently used for municipal and utility purposes, is the largest of three adjacent quarries, the others being the Wash House Quarry and the Prayer Quarry to the south. The identified study area is indicated in the red dashed line in Figure 1, including the Strand Street Quarry as well as adjacent access routes along Strand and Hudson Streets.

All three quarries are declared National Heritage Sites. The site is the oldest quarry in the country and the stone quarried there was used in the construction of various historic buildings including the Castle of Good Hope. The quarry face is a significant feature holding immense historical and heritage significance related to the history of the city. Surrounding communities including the Bo-Kaap boast rich cultural heritage, having been a centre of Malay culture dating back to the mid-1700's. Atop the quarry is the Tana Baru cemetery, a site of great significance to the South African Muslim community.



Figure 1. Site Locality

Project proposal

The City of Cape Town proposes to redevelop the Strand Street Quarry site into a multi-use facility focused on sports, economic, tourism, and heritage uses (see Figure 2 to Figure 9). A conceptual site development plan was prepared for the site in 2023, through a consultative and iterative process involving community stakeholders and technical inputs. It includes the following land uses:

Sports facilities: The sports focus aims to address the lack of community sports centres in the area and revitalise underutilised public open space. The facilities proposed on the quarry site would include:

- » a multi-use sports field and other facilities, with the main field sized 120 metres long by 69 metres wide to accommodate various sporting codes including rugby (as a training field) and soccer; as well as netball and handball courts and cricket practice nets; and
- » other sports related infrastructure including a facilities management office, spectator stands, space for tuck shops, and ablutions.

Economic and tourism facilities: The facilities proposed for economic and tourism generation include:

- » a new restaurant space located within an existing row house along Strand Street;
- » a linear market and trade space along the length of the sports field;
- » a food and spice market; and
- » spatial provision for a future potential cable car station connecting the quarry with Signal Hill (**this development is not included in this application and is subject to feasibility and other future processes**).

Community and social facilities on the proposed redevelopment site will consist of:

- » a museum and exhibition space in the historic Old Fire Station building for cultural and historical purposes;
- » a rooftop garden and contemplation space;
- » a contemplation and prayer space at the base of the quarry face; and
- » a historical timeline walk along the quarry face with interpretative signage.

Utilities and safety interventions: Proposed utilities and safety interventions on the site include:

- » provision for use of the main sport field for parade and other outdoor purposes;
- » an existing electrical substation and switchgear;
- » the existing Metro-Police office building located near the Hudson Street entrance;
- » a new vehicle access and gatehouse; and
- » a new Metro-Police and Law Enforcement 'back of house operations' building located at the western edge of the site (location and size have been adjusted in response to comments); and
- » under-field parking and storage for the Metro Police.

Public realm upgrades and improved pedestrian infrastructure will include:

- » a new public 'plaza square' forecourt providing access from Hudson Street to the site;
- » new pedestrian walkways around the existing Jami'a Masjid, along Chappini and Hudson streets and along Strand Street;
- » a new pedestrian crossing over Vos Street;
- » a new signalised pedestrian crossing over Strand Street;
- » public realm installations with a heritage and cultural focus, including archways, murals, wayfinding signage, and interpretive signage;

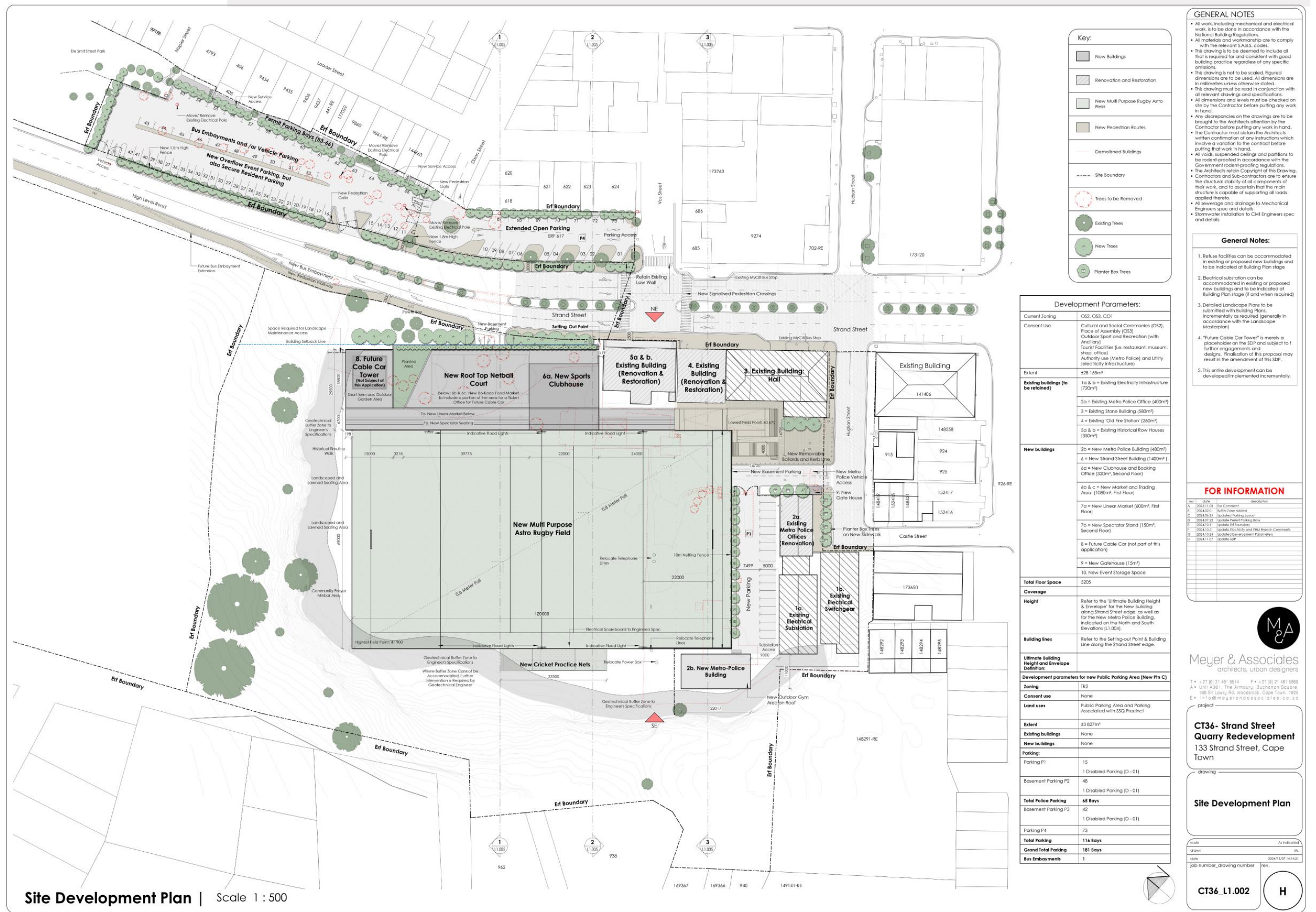


Figure 2: Proposed redevelopment plan (Meyer and Associates, 2024)

- » hard and soft landscaping including wayfinding signage, appropriate pedestrian-oriented surface treatments along Hudson Street, and a portion of Castle Street, including pedestrian crossings and traffic calming measures across the busy Strand Street;
- » planting of new tree boulevards along Strand Street and to frame the entrance at Hudson Street;
- » new trees along the vehicle access-way leading to the new Metro Police building, and the parking area across Strand Street to form 'landscape rooms'; and
- » extension of the road median and median break within Strand Street, alongside new tree plantings.

Vehicle Parking: The proposed estimated vehicle parking provision on the redevelopment site includes:

- » Expanded parking areas on the eastern side of Strand Street (P3) comprising approximately 73 vehicle bays, replacing the current +/- 20 bays in the existing informal parking;
- » Parking on the site, in a semi-basement (P3) accommodating 43 bays (including 1 disabled parking bay) under a new building, accessed from the new Strand Street Quarry access; and
- » Dedicated Metro-Police parking (P1) comprising 16 outside bays (inclusive of 1 bay reserved for disabled parking) and 46 basement parking (P2) bays (inclusive of 1 bay reserved for disabled parking) under a portion of the sports field.

Supporting and utilities infrastructure, including:

- » Minor geometric changes to the Strand Street roadway, including extension of the two-lane section and changes to the westbound carriageway road width to create a widened sidewalk on the south side;
- » A 3.0m wide sidewalk on the northern side of Strand Street;
- » Two stormwater connections for the new parking area on the northern side of Strand Street;
- » On-site stormwater infrastructure, including a dual-purpose detention facility combined with the sports field and conventional stormwater infrastructure including catchpits and pipelines on the remainder of the site;
- » A new potable water connection off Hudson Street; and
- » On-site sewer infrastructure.

Geotechnical interventions to reduce the risk of rockfalls on the exposed quarry faces, including (subject to detailed design):

- » Rockface stabilisation with draped wire mesh over most of the northern and western rockfaces; and
- » Rockfall barriers in the central part of the western rockface, comprising berms, low walls, or catch fences.

Living heritage interventions:

Forming part of the proposed Strand Street Quarry redevelopment project is a Living Heritage Project which has explored and documented the intangible cultural heritage and social history of the Bo-Kaap community, particularly their connection to the quarry site and broader surrounding area. Cape Town's historical landscape includes narratives of courage, resilience, dispossession, and trauma, such as the District Six removals and other significant but lesser-known stories. The Living Heritage Process project aimed to bring attention to these lesser-known stories. The Strand Street Quarry, a pivotal historical site, embodies colonial influences and has served as a community space for sports and open activities. It exists as a medium that acknowledges and celebrates people's connection to the quarry and commemorates the historical and cultural significance associated with the proposed redevelopment site. Findings from the Living Heritage project have informed the spatial

planning and conceptual redevelopment framework of the Strand Street Quarry, ensuring that cultural heritage features are reflected in the site design and function. Themes emerging from the Living Heritage Project include:

- » The history of Slavery and enslaved persons
- » Islam and other faiths
- » Cultural diversity and creole Bo-Kaap
- » Street names
- » Forced removals and dispossession
- » Family and artisanal businesses
- » Cultural icons and activism
- » Civic activism
- » Music
- » Sports

The intended outcomes of the project include uncovering and enhancing the heritage significance of the site itself as a place of deep historical and cultural value; to enable use of the intended public spaces as a locus for interpreting, exploring and displaying the living heritage of the Bo-Kaap and surrounds; to enrich – give texture and substance to – the design concept for the site, and to identify specific projects (installations, features or uses) in key public spaces on the site such as the envisaged quarry wall walks, the public squares and markets, and the existing historic buildings.



Figure 3: 3D Perspective showing Strand Street quarry Draft Vision concept, aerial view over Strand Street, Meyer & Associates 2023

Alternatives

As required by legislation, two development alternatives have been considered. These alternatives include the preferred **Alternative 1**, which proposes the redevelopment vision described above, and the **No-go** alternative, which is the no-development option maintaining the status quo.

Other options and alternatives considered and discarded in the design process included:

- » the use of the site exclusively for municipal safety and security and utility purposes;
- » a mixed-use economic- and tourism-focused development over much of the quarry floor as proposed in a 2021 framework for the site;
- » various configurations of sporting codes and field sizes, considered in consultation with local sports clubs and resulting in the choice of the proposed rugby-sized multi-sport field, cricket nets, and a rooftop netball court;
- » options for the design of the Metro Police facilities on the site, including a five-storey building on the footprint of the existing office building, a two-storey building against the quarry face, and the revised proposal for a two-storey building against the quarry face and relocated to create sufficient space for electrical infrastructure maintenance access;
- » options for the stabilisation of the rockface, including an option without physical intervention and with a buffer zone that would limit use of the sport field and prevent the proposed heritage walk, an option with limited interventions that would require restrictions on access along the rockface, a shotcrete stabilisation option with severe visual impacts, and the preferred option of rockfall netting that provides full access to the base of the rockface;

The proposed layout was developed iteratively through an intensive co-design process with community organisations and interested parties. This took place over the course of 18 months, commencing in March 2022 and culminating in the presentation of a draft concept in a pre-application public participation process in November 2023. Key aspects of the proposed layout alternative include:

- » the central sports field, occupying the largest portion of the site and sized for the relevant codes;
- » a perimeter-block design that extends the existing built edge along Strand Street, providing for separation of the sports field from the busy road and passive surveillance for safety and security;
- » retention of key existing buildings including the historic stone building, the old fire station, two row houses, the Metro Police office building, and buildings housing electrical infrastructure; and
- » an active public realm and transport infrastructure for both motorised and non-motorised modes.

While alternative designs and layouts are not comparatively assessed, the preferred alternative presented for authorisation is the result of the ongoing consideration and refinement of options and meets the intended purpose of considering alternatives in an EIA.

No-Go Alternative

The 'no-development alternative' must be considered in any environmental assessment process. The no-development option will result in the status quo being maintained. The existing uses, which comprise utility infrastructure and law enforcement operational uses, would continue, but no new community facilities, commercial space, transport and parking infrastructure, and sports-related infrastructure would be developed. The existing users will continue to utilise the proposed site and little social or economic value and beneficiation will be realised from the space. The status quo is also associated with rough sleeping, illegal occupation of land and a possible contribution to crime in the immediate vicinity of the site. The no-go alternative has significant opportunity costs in relation to the non-provision of community facilities, the continued degradation of a national heritage site, and is not the preferred option.

Legislative requirements

The proposed redevelopment requires an environmental authorisation from the Department of Department of Environmental Affairs and Development Planning (DEA&DP). The activities requiring environmental authorisation include those set out in the table below, listed in terms of the Environmental Impact Assessment Regulations, 2014 (as amended by GN 326 of 2017) and the National Environmental Management Act No. 107 of 1998, NEMA). The primary reasons for the requirement to undertake an environmental authorisation are that the site was previously used for quarrying and is zoned for public open space purposes.

Table 1: Applicable listed activities

Listed Activity	Description
Activity 26 of Listing Notice 1 (GNR 327 of 2017)	Residential, retail, recreational, tourism, commercial or institutional developments of 1 000 square metres or more, on land previously used for mining or heavy industrial purposes: excluding — (i) where such land has been remediated in terms of part 8 of the National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008) in which case the National Environmental Management: Waste Act, 2008 applies; or (ii) where an environmental authorisation has been obtained for the decommissioning of such a mine or industry in terms of this Notice or any previous NEMA notice; or (iii) where a closure certificate has been issued in terms of section 43 of the Mineral and Petroleum Resources Development Act, 2002 (Act No. 28 of 2002) for such land
Activity 15 of Listing Notice 3 (GNR 324 of 2017)	The transformation of land bigger than 1000 square metres in size, to residential, retail, commercial, industrial or institutional use, where, such land was zoned open space, conservation or had an equivalent zoning, on or after 02 August 2010. f. Western Cape ii. Inside urban areas: (aa) Areas zoned for conservation use or equivalent zoning, on or after 02 August 2010

In terms of the EIA Regulations, the proposed development requires environmental authorisation from the provincial Department of Environmental Affairs and Development Planning (DEA&DP), and a Basic Assessment (BA) must be undertaken by an Environmental Assessment Practitioner (EAP). Tarryn Solomon and Jeremy Rose of Infinity Environmental are the appointed EAPs responsible for managing the basic assessment process.

A heritage impact assessment (HIA) has also been conducted and was made available for comment as part of the environmental assessment, in terms of section 38(8) of the National Heritage Resources Act, 25 of 1999. The provincial heritage resources authority, Heritage Western Cape, endorsed the HIA and its recommendations in a final comment issued in January 2025. The national heritage resources authority SAHRA also confirmed it has no objections to the proposed development and supports the recommendations of the heritage specialists, in a comment dated 5 February 2025.

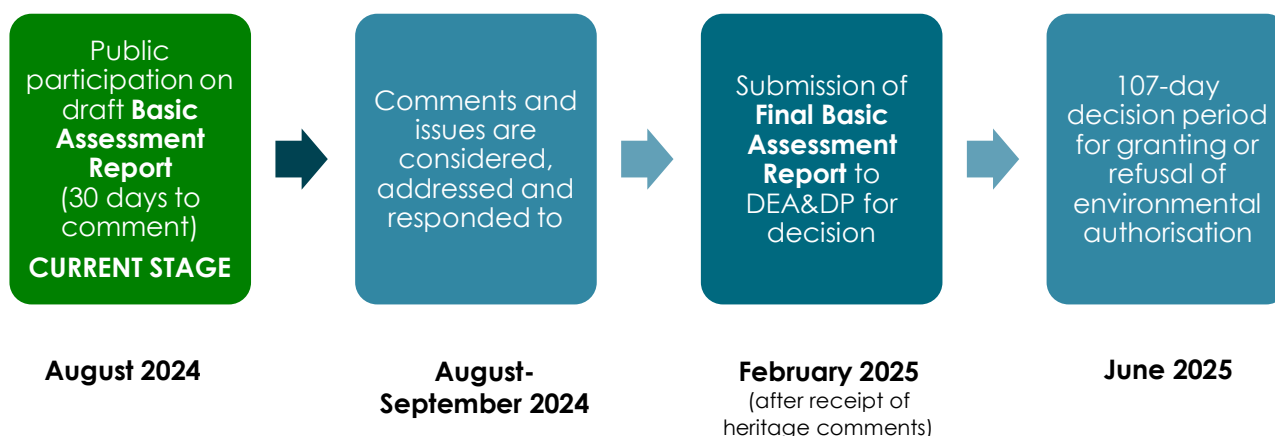
A land use planning application, including consolidation, subdivision and rezoning of certain portions in terms of the City of Cape Town's Municipal Planning By-law also form part of statutory processes required to obtain the development rights for the proposal.

Purpose of Basic Assessment Report

The objectives of this Basic Assessment process, according to the EIA Regulations, are to:

- » Determine the legislative and policy context within which the activity is located and document how the activity complies with and responds to the policy and legislative context;
- » Identify the considered alternatives, including the activity, location, and technology alternatives;
- » Describe the need and desirability of the proposed alternatives;
- » Through the undertaking of an impact and risk assessment process, inclusive of cumulative impacts which focused on determining the geographical, physical, biological, social, economic, heritage, and cultural sensitivity of the sites and locations within sites and the risk of impact of the proposed activity and technology alternatives on these aspects to determine the nature, significance, consequence, extent, duration, and probability of the impacts occurring and the degree to which these impacts can be reversed; may cause irreplaceable loss of resources; and can be avoided, managed or mitigated; and
- » Through a ranking of the site sensitivities and possible impacts, identify and motivate a preferred site, activity and technology alternative; identify suitable measures to avoid, manage or mitigate identified impacts; and identify residual risks that need to be managed and monitored.

These above objectives are to be met through a consultative process that incorporates inputs from environmental specialists, government departments, and the interested and affected public. Key steps in the Basic Assessment process are shown in the diagram below.



Project Motivation

Addressing the need and desirability of a development is a way of ensuring sustainable development. The need and desirability of the proposed Strand Street Quarry redevelopment is considered in this Basic Assessment Report through its alignment with spatial planning and policy, proposed site social context, social impacts and adherence to environmental management principles including the mitigation of environmental impacts.

The quarry site located at the edge of the Bo-Kaap, between the mountain and the CBD, has long been identified as a site with significant redevelopment potential, for community purposes and as part of a potential future tourist route to the Noon Gun and Signal Hill. The proposed redevelopment aims to achieve a number of outcomes related to community facilities, economic and tourism opportunities, cultural and heritage value, and municipal infrastructure. The vision for the site is a

mixed-use space, encouraging safety and security, commercialisation, and the provision of community facilities. Moreover, it aims to revitalise the space with consideration for appropriate land uses and respect for its historical, religious, and cultural significance to the surrounding community and Cape Town. Furthermore, the redevelopment is intended to facilitate pedestrian movement and create a vibrant and inclusive public realm.

The proposed redevelopment responds to an identified lack of **community facilities** in the local area by transforming underutilised open space into a catalytic multi-use sports and recreational facility. There are no sports fields within the Bo-Kaap or De Waterkant areas, and residents must travel to use facilities elsewhere in the city. The quarry site has at various times served as a park and informal sports field for surrounding communities since the closure of the quarry but is no longer used for recreational purposes and is vulnerable to informal settlement. The proposed redevelopment aims to create a safe and accessible site that can enable the practice of sports, recreational, and cultural activities. The proposed redevelopment may also contribute to alleviating competing needs of sport clubs on event days when Green Point Park is used for City wide events.

The Strand Street Quarry has **cultural and historical** significance, as it is a site that provides one of the earliest tangible records of colonial presence and utilisation of slave labour in the development of what is now the City of Cape Town. It is a declared National Heritage Site, and has rich cultural heritage associations for residents of the Bo-Kaap and surrounds. The proposed development aims to reposition, reimagine, and reconnect the Strand Street Quarry site as a gateway into history, highlighting its role as the bedrock for constructing Cape Town's old city while simultaneously commemorating and reinterpreting the significance of the site and history of the Bo-Kaap, reconnecting it to its global and city-wide connections and celebrating its unique cultural heritage, including its role in the establishment and institutionalisation of Islam in the Cape. The cultural heritage value of the site has been a critical informant to the redevelopment vision process. A project to document and highlight the living and intangible heritage of the site and surrounds has been pursued in parallel to the technical studies and assessments informing the site development and informed the design. The living heritage project sought to unlock the cultural and heritage value of the proposed redevelopment site through collecting oral histories of the Bo-Kaap community as an informant to specific design interventions. A co-design approach prioritised local community and stakeholder input into the project design, and initiated documentation of the community's cultural heritage.

Moreover, the proposed redevelopment aims to stimulate **economic opportunities** for the local community through the construction and operational phase of the project. Economic interventions proposed to generate economic activity on the proposed redevelopment site include positioning it as a tourist attraction site, as well enabling local people to participate as vendors through trading spaces and commercial opportunities on the site. It is also proposed that the site plays a role as a gateway to the Bo-Kaap and its tourist attractions, becoming a destination place for visitors and residents and linking the Bo-Kaap to the CBD and Waterfront areas. In future, if a cableway or people mover to the Noon Gun and Signal Hill is actualised, the quarry site would become the lower cable station; spatial provision is made in the redevelopment plans for this significant economic and tourism anchor, although it does not form part of proposals currently submitted for authorisation.

The proposals are **aligned with relevant policy and planning frameworks** including the City of Cape Town's 2023 Municipal Spatial Development Framework (SDF), the 2023 Table Bay District Spatial Development Framework, and the 2023 Bo-Kaap Local Spatial Development Framework, and arise from policy imperatives to leverage the opportunities and the unique sense of place of the area, whilst preserving its identity and culture. The local SDF identified the site as having the potential to serve as a **multi-functional community facility** with the provision of mixed-use development along the edges.

Site Sensitivities

As a former quarry, the site is entirely transformed and has very limited ecological value – no indigenous vegetation remains in the parts of the site proposed for redevelopment, and no watercourses or wetlands are present on the site or surrounding areas. Its environmental sensitivities are primarily social and cultural.

The quarry is a declared National Heritage Site, and has extensive protections under the National Heritage Resources Act. Other significant heritage resources in the immediate vicinity are the Prayer and Wash House Quarries to the southwest and the Bo-Kaap urban blocks between Rose and Chiapinni Streets. The bulk of the site is located within the Bo-Kaap Heritage Protection Overlay Zone (HPOZ) in terms of the City of Cape Town's Municipal Planning By-Law. The north-eastern portion of the site (to the east of Strand Street) is located in the Loader Street HPOZ which was historically an extension of the Bo-Kaap and displays a consistency in built form.

The quarry itself was active from 1660 until 1905, and is one of the earliest tangible records of a colonial presence in the country. The stone (slate and shale) extracted from the SSQ remain as tangible heritage markers of the early transition of Cape Town from an agricultural to an urban town, beginning with the construction of its "old city".

The Bo-Kaap is home to 10 masājīd (mosques) and the first formal Muslim cemetery, the Tana Baru, is located on Signal Hill overlooking the quarry. The Bo-Kaap is known as the "cradle of Islam" because of the key role it played in institutionalising Islam at the Cape.

The cultural role that the quarry site has played in the lives of residents is vividly captured in the memories and stories shared during oral history interviews – as a place of worship, a playground, and a sports field. It is a tangible place of memory for the local community.

The site has a recognized urban character and sense of place and maintains strong visual connections to the encircling mountains which frame the City Bowl and form the Table Mountain National Park. Strand Street is identified as a Scenic Route as it becomes High Level Road north of the site. The existing buildings which form the Strand Street interface have unique characters and include the old fire station, a stone-façade building historically used as a warehouse, and two semi-detached residential houses built in 1892.

Other sensitivities relate to the site's status as a closed hard rock quarry, and the stability of the exposed rockfaces in a redevelopment context. The existing quarry essentially comprises two main excavation side slopes roughly perpendicular to one another. The rock exposed in the excavation slopes is typically unweathered, very fine grained, medium bedded, moderately jointed, very hard rock phyllite belonging to the Tygerberg Formation. Ongoing weathering and erosion at the interface between the overburden soils and harder rock will result in loosening of blocks of rock material that may eventually fall when the forces holding them in position are no longer sufficient to overcome gravitational pull. The result of this is periodic rockfalls, often at unexpected times, but particularly during or immediately after heavy rainfall events when the host soils lose their cohesion. Mitigation measures for this risk are incorporated in the proposed design.

Impact Assessment

The specialist studies conducted to inform this environmental impact assessment are summarised briefly below. More detailed summaries are included in the relevant sections of the BAR, and the full assessments are appended hereto.

Heritage Impact Assessment

A comprehensive heritage impact assessment (HIA) was conducted by Bridget O'Donoghue, with various specialist studies as requested by Heritage Western Cape (HWC). In response to a Notice of Intent to Develop, HWC requested the HIA inclusive of an Architectural Analysis, Townscape Assessment, Archaeological Impact Study, Cultural Assessment, Living Heritage Study, and Visual Impact Assessment. The HIA incorporates these studies and assesses the proposed redevelopment positively from a heritage perspective. It was submitted to both HWC and SAHRA for comment.

The National Heritage Site significance of the site is supported, due to historic, aesthetic, spiritual, scientific, social, representativeness, and intangible values. The proposed redevelopment concept promotes the site's cultural values and creates accessibility and opportunities for the local communities to practice their spiritual beliefs, recreate and socialise, provide information on the history of the site, and upgrade historic structures for public use.

The design achieves its aim of retaining visual dominance of the quarry face from within the site with proposed structures located only on the edges of the quarry face, and a view of the upper face from beyond the site. This visual resource is also maintained by the low scale, design of the proposed buildings along Strand Street. The proposed entrance plaza, field, heritage walk and views from the existing and Strand Street building will all capitalise on the views towards the quarry face. The site cannot be developed without geotechnical interventions, due to safety reasons. The engineer's recommendations have contributed to the design of the site, and the proposal for the geotechnical structures to ensure the site can be publicly accessible in safety. The alternatives explored by the engineers have resulted in the least visually obtrusive geotechnical structures recommended, namely the mesh fence against the quarry face.

The three historic buildings located on Strand Street are proposed to be restored where applicable and reused. The former fire station building is at present partly used and in poor condition. The proposal to utilise this building as a memory centre is supported. The semi-detached units have been extensively altered and the internal fabric has been modernised and layered to lack significance.

The living heritage study has provided information and inspiration for interpretive signage and markers on the site that inform and celebrate the cultural value of the site and the communities. Detail designs of the way findings and the interpretive signage are to be completed in the following detail stage.

The planting of a large number of new trees is proposed on the site, providing an identifiable tree canopy within an existing low treescape area. The planting and greening of the site are a further mechanism to maintain the connection between the development and the surrounding landscape. Placing trees in particular patterns not only allows for a hierarchy of green systems, but recognizes the contextual landscape patterns and connections, ensuring the development and project is embedded and relevant.

The HIA notes that the project proposal responds to the issues raised during public and stakeholder consultation by the applicant, and satisfies the main requirements proposed by community organisations. The planning and design of the development has responded to contextual cultural landscape informants, including visual indicators and view considerations. The HIA recommends that HWC endorse the concept framework and proposals.

Archaeological

The archaeological impact assessment, conducted by David Halkett of ACO Associates, notes that the Strand Street quarries were established shortly after 1666, and were known to have been used as

the primary source of building stone for construction around the city until c1870. The Strand Street Quarry was eventually abandoned in 1905, after which the quarry-bed was made level with a thin layer of earthen fill. The adjacent quarries, (eventually to be named the Wash House Quarry and the Prayer Quarry) were similarly decommissioned. Informal housing soon filled the so-called Prayer Quarry, while in the Wash House Quarry, a group of simple stone buildings were built that functioned as a municipal wash house and laundry, employing the women of the surrounding community.

The archaeologist notes that over many years of quarrying, there would have been cumulative impacts on any possible pre-colonial archaeological resources. Most archaeological resources, except those relating to the most recent phases of quarrying and site use, may have already been removed or impacted by previous activities.

The Tana Baru (and numerous other inner-city cemeteries) were forcibly closed by the authorities on 15 January 1886 after the introduction of the Public Health Act No 4 of 1883. The existence of a "Malay Burial Ground" is recorded on maps from 1892-1900, located under the current alignment of High Level Road to the north. This cemetery was unceremoniously displaced by development in 1968.

There is currently no evidence to suggest that burials occurred within the quarry site, and the proximity of bedrock to the surface makes it unlikely that any graves would be present. The historical use and circumstances of the site do not indicate it was suitable for burial practices. Nearby burial sites were available and more suitable for such purposes, further reducing the likelihood of significant archaeological finds related to burials at the quarry. If archaeological resources are encountered during construction, appropriate mitigation measures will need to be implemented. Additionally, the HIA recommends the inclusion of archaeological monitoring during geotechnical investigations in the detailed design phase.

Visual Impact Assessment

A visual impact assessment was conducted by David Gibbs (PrLArch, PrArch). He notes that the quarry site includes highly significant visual resources, such as the existing buildings on the corner of Strand and Hudson streets, as well as the exposed cut rockface embankments. Redevelopment of the site will result in a marked visual change from the status quo, but the proposal has considered the form, scale, and massing of the development envelope with respect to the quality of the urban cultural landscape and public environment as key informants and has addressed living heritage considerations in its design. The assessment suggests that the conceptual development proposal has the potential to improve upon the current quality of the pedestrian environment as well as the safety and useability of the site which is lacking in the current condition. The scale of Strand Street currently prioritizes a vehicular predominance, and pedestrian crossing opportunities are limited. The increase in built form intensity along this edge could serve to contain and mitigate the scale of the road, and to provide a more defined spatial edge and active street interface to Strand Street at the De Waterkant interface.

Whereas the exposed cut rock face is a primary visual feature of the site, from a scenic drive perspective the primary view is towards the ocean, rather than towards the mountain. Moreover, as the visual experience is dynamic (perceived in motion) only fleeting views into the quarry site are afforded in the current condition, with some existing trees partially obscuring the views.

The conceptual development proposal retains the primary on-site heritage resources, including the existing heritage buildings and the exposed cut rockface embankments (though geotechnical stabilisation is anticipated). These are valuable visual aesthetic (and environmental) resources, which

contribute to the urban cultural landscape environment. The visual and spatial resources within the local and broader contexts contribute to the identity and sense of place of the City CBD, Bo-Kaap, De Waterkant and Foreshore urban environments. These include (inter alia) the proximity of historic cemeteries, buildings and complexes and mature trees, various public places within the local area, views, and sightlines towards (and from) geographic landmarks, as well as the intangible elements associated with the historic uses of the area.

The inclusion of these as planning and detailed design parameters will contribute to the mitigation of adverse visual impacts, towards retaining and augmenting aspects of the urban cultural landscape that lend meaning to the experience of place. Should these visual indicators be interpreted as design criteria and measures for mitigation be implemented, from a visual impact assessment perspective, the proposed development proposal meets the requirements for approval. The specialist assesses the conceptual development proposal as congruent and well-fitting in context, successfully addressing visual parameters with appropriate scale, form, massing, and height.

Transport and Traffic

The transport impact assessment, prepared by Stef Naude of HHO, notes that the site is located on the periphery of the CBD along Strand Street, one of the major routes connecting the CBD with the Atlantic Seaboard. Strand Street currently experiences reasonable to high levels of congestion during peak periods, primarily eastbound in the AM peak, and westbound in the PM peak.

The scale of developments proposed on the quarry site is relatively modest, comprising a mixed-use development focused on sport, market, community and tourist type attractions. A small parking area can be accommodated in a basement south of Strand Street, with a larger parking area on the north side of Strand Street.

The development could potentially generate between 139 (AM) and 209 (PM) peak hour trips, with the peak direction strongly inbound in the AM peak hour, while more balanced in the PM peak hour. The AM distribution is beneficial from a capacity perspective, as it utilises spare capacity in the non-peak direction. Higher trips are generated in the PM peak hour due to sporting events starting in the late afternoons, and assuming the facility is fully utilised. The two major land uses on site, i.e. the sports and event facilities, which are the two highest trip generators, will only be operational on an occasional basis. Without these uses, trip generation reduces by between 60% (AM) and 50% (PM).

From a trip distribution perspective, the majority of trips attracted to the site are likely to emanate from the east, assumed at 75%, with the remaining 25% from the Atlantic Seaboard. Two new accesses are proposed to serve the parking area to the north, and one new access to serve the parking area on the site. On the south side of the site, access to transmission transformers situated in the electrical substation is required, and can be achieved by means of a low-bed truck replacement via Hudson Street, which has been tested and confirmed to be geometrically compliant.

Alternative proposals for the protected accommodation of pedestrians crossing Strand Street have been considered, with the signalisation of the Strand Street/ Vos Street intersection selected as the preferred solution. The new signals will also resolve sight line problems from Vos Street, and facilitate access to and from the parking area. The report demonstrates that sight lines from the proposed access points on Strand Street are unobstructed, satisfying the relevant sight distance requirement and exceeding the minimum value of 80m.

For the traffic analyses, the existing situation and a future scenario, with background flows increased at 2% per annum superimposed by development generated trips, have been analysed.

The results of the traffic analyses of the performance of intersections along Strand Street indicate that at signalised intersections (i) the Chiappini Road intersection will operate at reasonable levels of service (LOS C) for the future scenario, and (ii) the Vos Street intersection will operate at a high level of service (LOS A). The results are likely to be overstated given the forced flow conditions along the road. Minor street movements at the unsignalised intersections (Hudson Street and Quarry access) are likely to operate at poor levels of service (LOS F), but are conversely likely to be understated given the low traffic speeds and consequent use of "courtesy gaps". The Strand Street Quarry development is not envisaged as a major generator of movement during peak periods, which is beneficial given the reasonably high levels of congestion conditions on the surrounding network during these times.

Bus movements linked to the quarry are to follow a clockwise direction; westbound along Strand Street into the proposed bus embayment to drop passengers off; turn right into the parking area at the west access, and out again at the central access. Bus routes thus start and end in the CBD.

The geometric changes required along Strand Street comprise minor amendments to both reduce the westbound carriageway road width to create a widened sidewalk on the south side, and extend the two lane section. The TIA reveals that it is possible to create a right turn lane on Strand Street into the western access, however that will need to be accessed from desirability, geometric and cost perspectives.

The assumed utilisation of parking supply in the extended parking area on the north side of Strand Street may be reduced to accommodate up to 14 bays for existing users and the holders of permits to be issued to Loader Street residents, on application in terms of the existing De Waterkant parking permit system. The 59 remaining public-access bays, together with the 43 bays proposed on the south side of Strand Street result in a total of 102 parking bays, sufficient for the anticipated demand due to the largely non-overlapping use profile of the major land uses (events and sporting events), which are likely to be active only on an occasional basis.

Parking management measures need to be in place in the public parking area to reserve bays for quarry activities on busy days (mainly with conference and sporting events), and to encourage use of shuttles and e-hailing to reduce parking demand.

Although non-motorised transport demand along Strand Street is low, it has been designated a Class 2 NMT route, which requires 3.0m exclusive shared facilities for cyclists and pedestrians per direction. The concept layout provides for a 3.0m wide sidewalk on the north side, which also could be used by cyclists but has a landscaping component. A 2.5m wide sidewalk is proposed on the south side.

There are established MyCiTi routes along Strand Street and Somerset Road, with stops located within comfortable walking distance from the quarry. There are also two minibus taxi services running past the site. Cape Town station's location $\pm$ 1km from the site is not as conveniently accessible, but can still be traversed within 15 minutes. It is not anticipated that the quarry development will generate demand for public transport services at a sufficient scale that would warrant the provision of additional services.

The TIA demonstrates that the proposed development of the Strand Street Quarry site, which is to comprise a number of community, tourism and sport related uses, can be accommodated on the adjoining road network. From a traffic operations perspective, the development will have a limited impact, and not require any major improvements to transport infrastructure.

Engineering Services

Engineering services assessments were completed by HHO Civil Engineers (civil) and Claassen Auret (electrical). The proposed redevelopment area is reasonably well served by existing stormwater

infrastructure in roadways bounding the site, namely Strand Street and Castle Street. In addition, it is well serviced by an existing underground pipe water network, supplied through the Molteno Reservoir in Oranjezicht, and serviced by an extensive network of existing underground sewer infrastructure forming part of the Green Point marine outfall sewer reticulation catchment, which has sufficient unused capacity. The current capacities for bulk services (water and sewerage) are sufficient for development at the site, though confirmation will be necessary upon receipt of an official capacity report from the CoCT Water and Sanitation Department. The electrical services maximum demand for the Strand Street Quarry is 351kVA, and there is sufficient unused capacity in the City's electrical infrastructure to support the proposed redevelopment.

Geotechnical

A geotechnical assessment (a technical informant to the project design, but not a specialist study in terms of NEMA and the EIA Regulations) was conducted by Bruce Barratt of HHO. The assessment notes that as the site is a closed hard rock quarry, there remains an element of risk of rockfalls from the quarry's western slopes, particularly the central portion where weathered rock and previously fallen rock is present. The risk of rockfall is considered relatively low, but due to the nature of the proposed redevelopment, the consequences of a rockfall would be very high. The proposed mitigation measures include the installation of rockfall wire mesh netting across most of the rockface, to retain and stabilise any loose material.

HHO developed various alternatives to secure the quarry face and mitigate the risk of rockfalls. Each option is considered to have the same level of safety. However, each option does impose differing limitations or restrictions on uses of the site. The "No Mitigation" option involves no stabilisation measures or rockfall protection on the rockface. To make this option safe for infrastructure and people below the rockface, a rockfall safety zone would have to be applied at the bottom of the rockface. This is a zone where any rockfalls can land and naturally arrest, and is a zone in which neither development nor people should be permitted. The width of this zone is determined by the height and slope angle of the rockface above it. This option requires no impact (visually or physically) on any of the quarry faces, but restricts development and activities within the rockfall safety zone in order to maintain safety, which will impact the proposed plans for the site.

The preferred alternative involves the installation of stabilisation measures or rockfall protection to the entire rockface. This removes the need for a rockfall safety buffer at the base of the slope. This option requires no restrictions to development, activities or access beneath any of the quarry faces. The stabilisation measures and rockfall protection likely to be adopted at the site are only conceptually identified, but would most likely comprise limited rock bolts where necessary and rockfall netting. The rockfall netting is a wire mesh that is pinned to the rockface from top to bottom and allows rocks to fall in a controlled fashion behind it. The rockfall netting is suited to the near-vertical rock faces in the southern and northern parts of the site. A catch fence or barrier may be a more suitable solution for the quarry slope in the western part of the site where weathering and toppling of the materials is actively occurring and cannot be stabilised with netting. This would be a barrier constructed at the foot of the slope to catch any falling material or rocks and physically arrest them.

Construction-related impacts

The proposed redevelopment will have some negative impacts on the surrounding community and businesses during the construction phase. These impacts, which include noise, vibration, dust, disturbance of access to existing operations (i.e. metro police and electrical), traffic disturbance, and visual nuisance, are typical of construction projects and can be mitigated and managed as set out in the construction management plan contained in the environmental management programme. Positive impacts during the construction phase of the development include the contribution to job creation with some employment opportunities accruing to locals.

Impact Summary

Table 2 below summarises the overall significance of the impacts assessed, following the implementation of the recommended mitigation and management measures for the proposed development and the no-development alternative.

All impacts identified and assessed, as well as the proposed mitigation measures and management actions can be found in Section H of this BAR. In addition, all the mitigation and management measures proposed by the specialists, including those additional impacts and management measures identified by the EAP have been included in the EMPr (**Appendix H** of this report). Specialist reports are included in **Appendix G** of this report.

Table 2. Summary of Impact Assessment

Impact	Impact Significance		
	No-go alternative	Proposed development	
		without mitigation	with mitigation
Construction-phase impacts			
Archaeological impacts on any existing buried archaeological resources	None	Medium negative	Low positive
Visual impacts during construction including site clearance, removal of existing materials, earthworks and site establishment, resulting in possible changes in character of urban context (urban intensification) changes in sense of place and scale of the site, geotechnical impact on rockface, and visual disturbance of status quo.	None	Low negative	Neutral
Traffic congestion caused by construction traffic	None	Low negative	Very low negative
Dust and noise pollution generated due to construction activities	None	Low-medium negative	Very low negative
Employment creation and economic benefits due to construction activities	None	High positive	High positive
Impacts on cultural heritage due to the proposed geotechnical structures on the quarry face	None	Low-medium negative	Very low negative
Loss of public open space	None	Neutral	Neutral
Operational-phase impacts			
Visual impacts contemporary buildings contributing to streetscape and public environment, resulting in possible changes in character of the built environment context, urban intensification / potential overcrowding of rockface, changes in sense of place, impacts on existing heritage buildings on site, and insertion of new buildings. In the urban landscape as well as public realm improvement and floodlighting at night during sport events	None	Medium negative	Neutral
Traffic congestion caused by development traffic	None	Low negative	Very low negative
Impacts on cultural heritage due to the development of the site and operation of existing buildings	None	Medium positive	Medium positive
Impacts on cultural heritage due to the implementation of the Landscaping Plan	None	High positive	High positive
Impacts on cultural heritage due to the proposed memorialisation and interpretation	None	Medium positive	Medium positive

Impact	Impact Significance		
	No-go alternative	Proposed development	
		without mitigation	with mitigation
Impacts on cultural heritage due to the proposed geotechnical structures on the quarry face	None	Low-medium negative	Very low negative
Impacts on cultural heritage due to security arrangements for the metro police and electrical uses of the site	None	Neutral	Neutral
Risk of rockfalls in unstable sections of rockface resulting in injury or property damage	None	Low negative	Neutral
Optimisation of public assets by promoting sports, recreation, tourism and cultural heritage values on an underutilised site	Low negative (opportunity cost)	High positive	High positive
Employment creation and economic benefits due to operation of commercial and related uses on the site	None	High positive	High positive
Noise impacts during the operational phase	None	Low Negative	Low Negative

Recommendations

Based on the findings of this Basic Assessment Report, it is the opinion of the appointed environmental assessment practitioners that potential negative impacts can be satisfactorily mitigated to acceptable levels. The socioeconomic benefits of the redevelopment outweigh the negative impacts, as the redevelopment serves the public good. The environmental impacts are considered, and mitigation measures as recommended by the specialists will be implemented during the construction and operational phase of the development to ensure that impact is minimised and monitored.

The proposed redevelopment of the Strand Street Quarry will provide a public space for social and cultural purposes. Considering the historical ties to sports within the local community, the proposed development will promote and enhance this connection, and serve as a site of cultural and social significance. The project involved a consultative design process, which prioritised local participation and stakeholder engagement within decision-making processes of the design layout, and utilised feedback received as an informant on how to make the proposed space more inclusive and cognisant of the historical, and cultural history of surrounding communities.

The activity is consistent with municipal and provincial planning, and will not result in environmental opportunity costs or unacceptable degradation of sensitive natural systems. The proposed activities should therefore receive environmental authorisation (for the proposed site), subject to the conditions set out in the Basic Assessment Report and Environmental Management Programme.

To ensure the effective implementation of the mitigation and management actions, an EMP is included as **Appendix H** of this final Basic Assessment Report. The mitigation measures necessary to ensure that the project is planned, constructed, and operated in an environmentally responsible manner are listed in this EMP. The EMP should be updated regularly and provide clear and implementable measures for the establishment and operation of the proposed development.

There are no significant uncertainties or gaps in knowledge relating to the assessment and mitigation measures, other than those specifically listed in the relevant specialist studies – these relate primarily to the detailed level of design which will follow from the approvals, and for which design indicators and outcomes have been prescribed.

Taking into consideration the findings of the various specialist studies and the issues raised by interested and affected parties and organs of state, it is the EAP's reasoned opinion that the proposed activity **should receive Environmental Authorisation** in terms of the EIA Regulations, 2014, subject to the following conditions:

- » Implementation of the Environmental Management Programme (EMPr) forming part of this Basic Assessment Report during the design and construction phases of the redevelopment.
- » Appointment of an independent Environmental Control Officer for the duration of the construction phase to carry out the responsibilities of that role as defined in the EMPr.
- » The urban design guidelines prepared by Meyer & Associates should inform the detailed design of the various aspects of the redevelopment and the detailed design of the site should be substantially in accordance with the guidelines contained therein.
- » The Living Heritage creative design brief should be implemented, in a phased manner where required, during redevelopment of the site. Implementation thereof must involve consultation, participation, and involvement by local interested parties and should prioritise local artists and artisans.
- » The Landscape Framework Plan prepared by Terra+ should inform the detailed design of the various aspects of the redevelopment and landscaping of the site should be substantially in accordance with the proposals contained therein.
- » The stormwater management plan should be implemented, including measures to promote infiltration and groundwater recharge where practicable and to retain flood flows on the site.
- » The City of Cape Town must implement institutional and management arrangements that incorporate ongoing consultation with adjacent communities in the implementation of sports and economic opportunities on the site.
- » An archaeologist must be appointed to monitor geotechnical and ground clearance activities, and must report on monitoring activities to the heritage resources authorities within one month thereafter.
- » A permit in terms of section 27(18) of the NHRA must be applied for before works on the National Heritage Site.
- » If any evidence of archaeological sites or remains, fossils, unmarked burials or other categories of heritage resources are found during the proposed development, SAHRA must be alerted immediately. If heritage resources are uncovered during the course of the development, a professional archaeologist or palaeontologist, depending on the nature of the finds, must be contracted as soon as possible to inspect the heritage resource.
- » The applicant must investigate whether the stoep on the two Victorian row houses can be retained in its current form by making amendments to the street environment. The outcome of the investigation must be submitted to HWC for review and approval prior to commencement of any works on these buildings.
- » Final building plans for any heritage building on the site graded IIIA must be submitted to HWC for approval prior to commencement of any works on each building.

Public Participation

The public participation process for the proposed project included two separate public commenting periods in addition to a more targeted stakeholder engagement process around the design of the site. An inclusive stakeholder engagement process which formed part of the concept development, as detailed below. It provided for meaningful participation by local and affected participants in developing a robust and accepted design for the site. This was followed by a wider pre-application public participation process with a focus on publicising and presenting the draft concept for the

Strand Street Quarry to the broader public. The process included a 30-day registration and commenting period that started on 2 November 2023 and ended on 4 December 2023 (refer to Section 2.2). A draft Basic Assessment Report was distributed for a Public Participation Process on 22 August 2024, to registered and potential interested and affected parties. The requirements of Regulation 41 were met during this process. Initially advertised as a 30-day process, the commenting period was extended to 11 October 2024 after new organs of state were informed of the application.

Design-phase workshops (March to October 2023)

The first phase, concluded in 2023, was a participatory, design-oriented engagement including both local and institutional stakeholders. The current wider public participation process is associated with statutory participation processes required for the various applications for redevelopment rights.

An initial, provisional stakeholder database was compiled in the inception phase of this project, based on databases from previous public participation processes in the Bo-Kaap, the subcouncil list of community-based organisations, and internet searches for specific organisations, and comprised:

- » Relevant CCT officials
- » Other state departments, including SANParks and the Department of Defence.
- » Ward and PR Councillors
- » Civic/Residents and Ratepayers Associations
- » Residential and Community Structures
- » Faith-based Groups (Muslim Mosques and Christian Churches)
- » Youth Development Groups
- » Key representatives of the business community within the project footprint
- » Registered Heritage Conservation Groups
- » The Central City Community Improvement District

New stakeholders joined at various points during the process, and the database was maintained and updated throughout. A series of six workshops with representatives of community-based organisations and local stakeholders took place between March 2023 and June 2023 at a venue on the site. The differing needs and expectations of various stakeholder groupings were unpacked through these workshops, which served to clarify the needs and expectations of stakeholders and allow for 'grounding' of these expectations in relation to the site extent and constraints through small-group interactions. The focus group workshops were held on site and – for three of the four – included a site walkabout. At each, a brief introduction was followed by a discussion around a 3D model of the site and all inputs were recorded in summary form.

Workshop inputs were recorded and uploaded to a project website, which was kept updated throughout the project process with details of previous and upcoming engagements and project information. A dedicated email address allowed for written inputs, which were recorded and responded to. Two further focus group sessions took place in October 2023, centred on unpacking the living heritage process and future management and institutional arrangements for the site. Reports on the stakeholder process are included as annexures to this BAR.

Pre-application public participation (November – December 2023)

The pre-application public participation process was a 30-day registration and commenting period that started on 2 November 2023 and ended on 4 December 2023. Its focus was publicising and presenting the draft concept for the Strand Street Quarry, initially developed with a core group of identified key stakeholders, with the broader public.

An initial notification was distributed to potential Interested and Affected Parties, to introduce the draft conceptual Strand Street Quarry redevelopment vision.

A media notice was published in the local free newspaper, the *Atlantic Sun*, on 2 November 2023. Additionally, the City of Cape Town issued two media releases about the stakeholder engagement process – providing an overview of the project proposal, how to participate, and the details of the Open Day on 15 November 2023. Several hundred printed fliers were provided to local businesses in the Bo-Kaap on 10 November 2023 for distribution to customers. These fliers included details of the upcoming Open Day on 15 November, as well as information on how to access information and submit comments. A digital version was also distributed to key stakeholders via WhatsApp for dissemination. In addition, street pole signs were erected on 10 November 2023, inviting members of the public to the Open Day. Furthermore, all existing stakeholders were notified of the public participation process via email, with an included shareable flier, along with a link to the project website.

The project website was maintained throughout the public participation processes; hosted at <http://www.infinityenv.co.za/strandstquarry>, it provided information on the draft concept and project proposals, information on the conceptual design process, including all meeting notes and presentations, and a comment and registration form for submission of inputs.

A public open day was hosted on 15 November 2023, at the hall on the quarry site. It opened at 1pm and closed at 7pm, and took the form of poster displays with members of the project team available to present and discuss their individual disciplines. Comment sheets and comment boxes were available for written submissions, and video interviews were recorded with some attendees. A total of 71 interested parties registered their attendance at the open day. These included both existing stakeholders and people new to the project. Comments were invited via the project website, by email, or in person at the public open day. A total of 29 comments were received.

The database of registered interested and affected parties has been updated as the project progressed.

Public Participation process on draft Basic Assessment Report (August 2024 – October 2024)

Notification letters were emailed, hand delivered and posted to all identified interested and affected parties informing them of the proposal and the opportunity to comment on the Basic Assessment Report. Interested and affected parties were requested to provide contact information and a declaration of any interest they may have in the application when registering their interest or commenting. The 30-day public participation process commenced on 22 August 2024 with an initial closing date of 25 September 2024, later extended to 11 October 2024, and an advertisement was placed in the *Atlantic Sun* on 22 August 2024. It included details of the proposed project, the participation process, and how to access further information. In addition, a Public Open Day was held at the Boorhanol Cultural Hub on Pentz Street on 14 September 2024 between 11:00 and 16:00. The 30-day commenting period started on 22 August 2024 and was later extended to end on 11 October 2024. Interested and affected parties were invited to review the draft Basic Assessment Report, and comment via the project website, by email, by post, or via WhatsApp.

Comments were received from 20 interested and affected parties and from organs of state. Issues raised in these comments have been responded to in full, and resulted in minor amendments to the project proposal and associated revisions to the assessment report. These include:

- » Relocation of the footprint of the proposed Metro Police building by approximately 9 metres to accommodate access for large maintenance vehicles;
- » Inclusion of additional visual impact simulations in a revised visual impact assessment report;
- » Revisions of the heritage impact assessment report and traffic impact assessment report to respond to comments; and

- » Inclusion of additional details on the alternatives considered during the design phase and on the anticipated impacts on noise and open space amenity in the BAR.

A final comment was received from Heritage Western Cape on 27 January 2025, endorsing the HIA and its recommendations, and adding two recommended conditions of authorisation, for archaeological monitoring of geotechnical investigations and for investigation of the possibility of retaining the whole of the historic stoep on the Strand Street row houses, rather than modifying it as proposed. Building plans for the graded buildings are to be submitted to HWC for approval. SAHRA provided a final comment on 5 February 2025, supporting the findings of the HIA and noting that the authority has no objection to the proposed development.

None of the above changes constituted significant new information or significant changes to the project proposal, and the Final BAR will be submitted to the competent authority for decision in line with the EIA regulations and the National Environmental Management Act (107 of 1998).



BASIC ASSESSMENT REPORT

**THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998)
AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS.**

APRIL 2024

(For official use only)				
Pre-application	Reference	Number	(if	
applicable):				
EIA Application Reference Number:				
NEAS Reference Number:				
Exemption Reference Number (if applicable):				
Date BAR received by Department:				
Date BAR received by Directorate:				
Date BAR received by Case Officer:				

GENERAL PROJECT DESCRIPTION

(This must include an overview of the project including the Farm name/Portion/Erf number)

**PROPOSED REDEVELOPMENT OF THE STRAND STREET QUARRY ON A PORTION OF THE
REMAINDER OF ERF 367, ERF 617, AND A PORTION OF UNREGISTERED STATE LAND, CAPE TOWN**

IMPORTANT INFORMATION TO BE READ PRIOR TO COMPLETING THIS BASIC ASSESSMENT REPORT

1. **The purpose** of this template is to provide a format for the Basic Assessment report as set out in Appendix 1 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"), Environmental Impact Assessment ("EIA") Regulations, 2014 (as amended) in order to ultimately obtain Environmental Authorisation.
2. The Environmental Impact Assessment ("EIA") Regulations is defined in terms of Chapter 5 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA") hereinafter referred to as the "NEMA EIA Regulations".
3. *Submission of documentation, reports and other correspondence:*

The Department has adopted a digital format for corresponding with proponents/applicants or the general public. If there is a conflict between this approach and any provision in the legislation, then the provisions in the legislation prevail. If there is any uncertainty about the requirements or arrangements, the relevant Competent Authority must be consulted.

The Directorate: Development Management has created generic e-mail addresses for the respective Regions, to centralise their administration. Please make use of the relevant general administration e-mail address below when submitting documents:

DEADPEIAAdmin@westerncape.gov.za

Directorate: Development Management (Region 1):
City of Cape Town; West Coast District Municipal area;
Cape Winelands District Municipal area and Overberg District Municipal area.

DEADPEIAAdmin.George@westerncape.gov.za

Directorate: Development Management (Region 3):
Garden Route District Municipal area and Central Karoo District Municipal area

General queries must be submitted via the general administration e-mail for EIA related queries. Where a case-officer of DEA&DP has been assigned, correspondence may be directed to such official and copied to the relevant general administration e-mail for record purposes.

All correspondence, comments, requests and decisions in terms of applications, will be issued to either the applicant/requester in a digital format via email, with digital signatures, and copied to the Environmental Assessment Practitioner ("EAP") (where applicable).

4. The required information must be typed within the spaces provided in this Basic Assessment Report ("BAR"). The sizes of the spaces provided are not necessarily indicative of the amount of information to be provided.
5. All applicable sections of this BAR must be completed.
6. Unless protected by law, all information contained in, and attached to this BAR, will become public information on receipt by the Competent Authority. If information is not submitted with this BAR due to such information being protected by law, the applicant and/or Environmental Assessment Practitioner ("EAP") must declare such non-disclosure and provide the reasons for believing that the information is protected.
7. This BAR is current as of **April 2024**. It is the responsibility of the Applicant/ EAP to ascertain whether subsequent versions of the BAR have been released by the Department. Visit this

Department's website at <http://www.westerncape.gov.za> to check for the latest version of this BAR.

8. This BAR is the standard format, which must be used in all instances when preparing a BAR for Basic Assessment applications for an environmental authorisation in terms of the NEMA EIA Regulations when the Western Cape Government Department of Environmental Affairs and Development Planning ("DEA&DP") is the Competent Authority.
9. Unless otherwise indicated by the Department, one hard copy and one electronic copy of this BAR must be submitted to the Department at the postal address given below or by delivery thereof to the Registry Office of the Department. Reasonable access to copies of this Report must be provided to the relevant Organs of State for consultation purposes, which may, if so indicated by the Department, include providing a printed copy to a specific Organ of State.
10. This BAR must be duly dated and originally signed by the Applicant, EAP (if applicable) and Specialist(s) and must be submitted to the Department at the details provided below.
11. The Department's latest Circulars pertaining to the "One Environmental Management System" and the EIA Regulations, any subsequent Circulars, and guidelines must be taken into account when completing this BAR.
12. Should a water use licence application be required in terms of the National Water Act, 1998 (Act No. 36 of 1998) ("NWA"), the "One Environmental System" is applicable, specifically in terms of the synchronisation of the consideration of the application in terms of the NEMA and the NWA. Refer to this Department's Circular EADP 0028/2014: One Environmental Management System.
13. Where Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA") is triggered, a copy of Heritage Western Cape's final comment must be attached to the BAR.
14. The Screening Tool developed by the National Department of Environmental Affairs must be used to generate a screening report. Please use the Screening Tool link <https://screening.environment.gov.za/screeningtool> to generate the Screening Tool Report. The screening tool report must be attached to this BAR.
15. Where this Department is also identified as the Licencing Authority to decide on applications under the National Environmental Management: Air Quality Act (Act No. 29 of 2004) ('NEM:AQA'), the submission of the Report must also be made as follows, for- Waste Management Licence Applications, this report must also (i.e., another hard copy and electronic copy) be submitted for the attention of the Department's Waste Management Directorate (Tel: 021-483-2728/2705 and Fax: 021-483-4425) at the same postal address as the Cape Town Office.

Atmospheric Emissions Licence Applications, this report must also be (i.e., another hard copy and electronic copy) submitted for the attention of the Licensing Authority or this Department's Air Quality Management Directorate (Tel: 021 483 2888 and Fax: 021 483 4368) at the same postal address as the Cape Town Office.

DEPARTMENTAL DETAILS

CAPE TOWN OFFICE: DIRECTORATE: DEVELOPMENT MANAGEMENT (REGION 1) (City of Cape Town, West Coast District, Cape Winelands District & Overberg District)	GEORGE REGIONAL OFFICE: DIRECTORATE: DEVELOPMENT MANAGEMENT (REGION 3) (Central Karoo District & Garden Route District)
The completed Form must be sent via electronic mail to: DEADPEIAAdmin@westerncape.gov.za Queries should be directed to the Directorate: Development Management (Region 1) at: E-mail: DEADPEIAAdmin@westerncape.gov.za Tel: (021) 483-5829 Western Cape Government Department of Environmental Affairs and Development Planning Attention: Directorate: Development Management (Region 1) Private Bag X 9086 Cape Town, 8000	The completed Form must be sent via electronic mail to: DEADPEIAAdmin.George@westerncape.gov.za Queries should be directed to the Directorate: Development Management (Region 3) at: E-mail: DEADPEIAAdmin.George@westerncape.gov.za Tel: (044) 814-2006 Western Cape Government Department of Environmental Affairs and Development Planning Attention: Directorate: Development Management (Region 3) Private Bag X 6509 George, 6530

MAPS

Provide a location map (see below) as Appendix A1 to this BAR that shows the location of the proposed development and associated structures and infrastructure on the property.	
Locality Map:	The scale of the locality map must be at least 1:50 000. For linear activities or development proposals of more than 25 kilometres, a smaller scale e.g., 1:250 000 can be used. The scale must be indicated on the map. The map must indicate the following: • an accurate indication of the project site position as well as the positions of the alternative sites, if any; • road names or numbers of all the major roads as well as the roads that provide access to the site(s) • a north arrow; • a legend; and • a linear scale. For ocean based or aquatic activity, the coordinates must be provided within which the activity is to be undertaken and a map at an appropriate scale clearly indicating the area within which the activity is to be undertaken. Where comment from the Western Cape Government: Transport and Public Works is required, a map illustrating the properties (owned by the Western Cape Government: Transport and Public Works) that will be affected by the proposed development must be included in the Report.
Provide a detailed site development plan / site map (see below) as Appendix B1 to this BAR; and if applicable, all alternative properties and locations.	
Site Plan:	Detailed site development plan(s) must be prepared for each alternative site or alternative activity. The site plans must contain or conform to the following: • The detailed site plan must preferably be at a scale of 1:500 or at an appropriate scale. The scale must be clearly indicated on the plan, preferably together with a linear scale. • The property boundaries and numbers of all the properties within 50m of the site must be indicated on the site plan. • On land where the property has not been defined, the co-ordinates of the area in which the proposed activity or development is proposed must be provided. • The current land use (not zoning) as well as the land use zoning of each of the adjoining properties must be clearly indicated on the site plan. • The position of each component of the proposed activity or development as well as any other structures on the site must be indicated on the site plan. • Services, including electricity supply cables (indicate aboveground or underground), water supply pipelines, boreholes, sewage pipelines, storm water infrastructure and access roads that will form part of the proposed development must be clearly indicated on the site plan. • Servitudes and an indication of the purpose of each servitude must be indicated on the site plan.

	• Sensitive environmental elements within 100m of the site must be included on the site plan, including (but not limited to): ◦ Watercourses / Rivers / Wetlands ◦ Flood lines (i.e., 1:100 year, 1:50 year and 1:10 year where applicable); ◦ Coastal Risk Zones as delineated for the Western Cape by the Department of Environmental Affairs and Development Planning ("DEA&DP"); ◦ Ridges; ◦ Cultural and historical features/landscapes; ◦ Areas with indigenous vegetation (even if degraded or infested with alien species). • Whenever the slope of the site exceeds 1:10, a contour map of the site must be submitted. • North arrow A map/site plan must also be provided at an appropriate scale, which superimposes the proposed development and its associated structures and infrastructure on the environmental sensitivities of the preferred and alternative sites indicating any areas that should be avoided, including buffer areas.
Site photographs	Colour photographs of the site that shows the overall condition of the site and its surroundings (taken on the site and taken from outside the site) with a description of each photograph. The vantage points from which the photographs were taken must be indicated on the site plan, or locality plan as applicable. If available, please also provide a recent aerial photograph. Photographs must be attached to this BAR as Appendix C. The aerial photograph(s) should be supplemented with additional photographs of relevant features on the site. Date of photographs must be included. Please note that the above requirements must be duplicated for all alternative sites.
Biodiversity Overlay Map:	A map of the relevant biodiversity information and conditions must be provided as an overlay map on the property/site plan. The Map must be attached to this BAR as Appendix D.
Linear activities or development and multiple properties	GPS co-ordinates must be provided in degrees, minutes and seconds using the Hartebeeshoek 94 WGS84 co-ordinate system. Where numerous properties/sites are involved (linear activities) you must attach a list of the Farm Name(s)/Portion(s)/Erf number(s) to this BAR as an Appendix. For linear activities that are longer than 500m, please provide a map with the co-ordinates taken every 100m along the route to this BAR as Appendix A3.

ACRONYMS

CoCT	City of Cape Town
DFFE:	National Department of Forestry and Fisheries and Environment
DEA&DP:	Department of Environmental Affairs and Development Planning
DHS:	Department of Human Settlement
DoA:	Department of Agriculture
DoH:	Department of Health
DWS:	Department of Water and Sanitation
EMPr:	Environmental Management Programme
HWC:	Heritage Western Cape
NFEPA:	National Freshwater Ecosystem Protection Assessment
NSBA:	National Spatial Biodiversity Assessment
TOR:	Terms of Reference
WCBSP:	Western Cape Biodiversity Spatial Plan
WCG:	Western Cape Government

ATTACHMENTS

Note: The Appendices must be attached to the BAR as per the list below. Please use a ✓ (tick) or a x (cross) to indicate whether the Appendix is attached to the BAR.

The following checklist of attachments must be completed.

APPENDIX			✓ (Tick) or x (cross)
Appendix A:	Maps		
	Appendix A1:	Locality Map	✓
	Appendix A2:	Coastal Risk Zones as delineated in terms of ICMA for the Western Cape by the Department of Environmental Affairs and Development Planning	
	Appendix A3:	Map with the GPS co-ordinates for linear activities	
Appendix B:	Appendix B1:	(a) Site development plan(s) (b) Parking Layout (c) Urban Design Guidelines (d) Landscape Framework Plan (e) Stormwater Management Plan Layout (f) Living Heritage Design Brief	✓
	Appendix B2	A map of appropriate scale, which superimposes the proposed development and its associated structures and infrastructure on the environmental sensitivities of the preferred site, indicating any areas that should be avoided, including buffer areas;	✓
Appendix C:	Photographs		✓
Appendix D:	Biodiversity overlay map		✓
Appendix E:	Permit(s) / license(s) / exemption notice, agreements, comments from State Department/Organs of state and service letters from the municipality.		Refer to Appendix F
	Appendix E1:	Final comment/ROD from HWC	
	Appendix E2:	Copy of comment from Cape Nature	
	Appendix E3:	Final Comment from the DWS	
	Appendix E4:	Comment from the DEA: Oceans and Coast	
	Appendix E5:	Comment from the DAFF	
	Appendix E6:	Comment from WCG: Transport and Public Works	
	Appendix E7:	Comment from WCG: DoA	
	Appendix E8:	Comment from WCG: DHS	
	Appendix E9:	Comment from WCG: DoH	
	Appendix E10:	Comment from DEA&DP: Pollution Management	
	Appendix E11:	Comment from DEA&DP: Waste Management	
	Appendix E12:	Comment from DEA&DP: Biodiversity	
	Appendix E13:	Comment from DEA&DP: Air Quality	
	Appendix E14:	Comment from DEA&DP: Coastal Management	
	Appendix E15:	Comment from the local authority	
	Appendix E16:	Confirmation of all services (water, electricity, sewage, solid waste management)	
	Appendix E17:	Comment from the District Municipality	
	Appendix E18:	Copy of an exemption notice	
	Appendix E19:	Pre-approval for the reclamation of land	
	Appendix E20:	Proof of agreement/TOR of the specialist studies conducted.	
	Appendix E21:	Proof of land use rights	

	Appendix E22:	Proof of public participation agreement for linear activities	
Appendix F:	Public participation information: including a copy of the register of I&APs, the comments and responses Report, proof of notices, advertisements and any other public participation information as is required.		✓
Appendix G:	Specialist Report(s): 1. Heritage Impact Assessment 2. Visual Impact Statement 3. Geotechnical Assessment 4. Archaeological Impact Assessment 5. Bulk Services Report 6. Stormwater Management Plan 7. Transport Impact Assessment		✓
Appendix H:	EMPr		✓
Appendix I:	Screening tool report		✓
Appendix J:	The impact and risk assessment for each alternative		✓
Appendix K:	Need and desirability for the proposed activity or development in terms of this Department's guideline on Need and Desirability (March 2013)/DEA Integrated Environmental Management Guideline		✓
Appendix L:	Final Comments from the two heritage resources authorities, HWC and SAHRA		✓

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SECTION A: ADMINISTRATIVE DETAILS

Highlight the Departmental Region in which the intended application will fall	CAPE TOWN OFFICE: REGION 1		GEORGE OFFICE: REGION 3
	(City of Cape Town, West Coast District)	(Cape Winelands District & Overberg District)	(Central Karoo District & Garden Route District)
Duplicate this section where there is more than one Proponent			
Name of Applicant/Proponent:	City of Cape Town		
Name of contact person for Applicant/Proponent (if other):	Erna Sills		
Company/Trading name/State Department/Organ of State:	City of Cape Town (Urban Regeneration)		
Company Registration Number:	N/A		
Postal address:	16th floor, Civic Centre, 12 Hertzog Blvd.		
Telephone:			Postal code:
E-mail:	Erna.sills@capetown.gov.za		Cell:
			Fax: ()
Company of EAP:	Infinity Environmental		
EAP name:	Jeremy Rose		
Postal address:	Suite 17, Private Bag X11 Mowbray		
Telephone:	021 834 1602		Postal code:
E-mail:	jeremy@infinityenv.co.za		Cell:
Qualifications:	B.Sc. (Hons) Environmental and Geographical Science		
EAP registration no:	Registered E.A.P. 2019/1116		
Duplicate this section where there is more than one landowner			
Name of landowner:	City of Cape Town (Property Management)		
Name of contact person for landowner (if other):	Rachel Schnackenberg		
Postal address:	16th floor, Civic Centre 12 Hertzog Boulevard		
Telephone:			Postal code:
E-mail:	rachel.schnackenberg@capetown.gov.za		Cell:
			Fax: ()
Name of Person in control of the land:	City of Cape Town (Recreation & Parks)		
Name of contact person for person in control of the land:	Phumla Mrubata		
Postal address:	Civic Centre 12 Hertzog Boulevard		
Telephone:			Postal code:
E-mail:	phumla.mrubata@capetown.gov.za		Cell:
			Fax: ()
Duplicate this section where there is more than one Municipal Jurisdiction			
Municipality in whose area of jurisdiction the proposed activity will fall:	City of Cape Town (Environmental and Heritage Management) Table Bay District		
Contact person:	Ms Maurietta Stewart		
Postal address:	Metro Office, 8th Floor 44 Wale Street, Cape Town		
Telephone:	021 487 2117		Postal code:
E-mail:	Maurietta.Stewart@capetown.gov.za		Cell:
			Fax: ()

SECTION B: CONFIRMATION OF SPECIFIC PROJECT DETAILS AS INCLUDED IN THE APPLICATION FORM

1.	Is the proposed development (please tick):	New	✓	Expansion	
2.	Is the proposed site(s) a brownfield or greenfield site? Please explain.				

The proposed site (a portion of the remainder of Erf 367, erf 617, and a portion of the Strand Street road reserve) is a brownfield site, as a former quarry. Photograph 1 is an aerial view of the site from the south.



Photograph 1: Northward aerial view of the proposed redevelopment site

Parts of the site are already developed with buildings and infrastructure, including:

- » The stone hall, formerly a workshop and store
- » A wood-and-iron structure, the former fire station
- » Two semi-detached houses
- » The CCT Metro Police offices
- » An electrical substation

	» Electrical transformers
	» A store below the quarry face, now in ruins
	» A facebrick ablution block, now in ruins [for which a permit for demolition has been obtained]
	» A stone ablution building
	» A timber framed carport
	» A pitched roof garage
	» A single storey store northwest of the metro police building
	» Shade cloth carport structures
The main part of the quarry is an open, grassed, largely-flat space occupying the backfilled floor of the quarry used between the mid-17 th and early 20 th century for the supply of shale stone for building purposes.	
The site also includes a part of Strand Street, as well as an informal parking lot on erf 367 and De Waterkant parking on erf 617, located on the northern side of Strand Street and extending from Vos Street along a row of houses fronting onto Loader Street.	
3.	For Linear activities or developments
3.1.	Provide the Farm(s)/Farm Portion(s)/Erf number(s) for all routes:
3.2.	Development footprint of the proposed development for all alternatives. m ²
3.3.	Provide a description of the proposed development (e.g. for roads the length, width and width of the road reserve in the case of pipelines indicate the length and diameter) for all alternatives.
3.4.	Indicate how access to the proposed routes will be obtained for all alternatives.
3.5.	SG Digit codes of the Farms/Farm Portions/Erf numbers for all alternatives
3.6.	Starting point co-ordinates for all alternatives
	Latitude (S)
	Longitude (E)
	Middle point co-ordinates for all alternatives
	Latitude (S)
	Longitude (E)
	End point co-ordinates for all alternatives
	Latitude (S)
	Longitude (E)
Note: For Linear activities or developments longer than 500m, a map indicating the co-ordinates for every 100m along the route must be attached to this BAR as Appendix A3.	
4.	Other developments
4.1.	Property size(s) of all proposed site(s): 11.98 ha
4.2.	Developed footprint of the existing facility and associated infrastructure (if applicable): ± 17 500 m ²
4.3.	Development footprint of the proposed development and associated infrastructure size(s) for all alternatives: ± 32 000 m ²

4.4.	Provide a detailed description of the proposed development and its associated infrastructure (This must include details of e.g. buildings, structures, infrastructure, storage facilities, sewage/effluent treatment and holding facilities).
	Project background The City of Cape Town's Urban Regeneration Department proposes to implement a redevelopment vision for the Strand Street Quarry site, a historic quarry and National Heritage Site located on a portion of the remainder of Erf 367, Erf 617, and a portion of unregistered state land in Cape Town. Situated on the borders of the historic residential neighbourhoods of the Bo-Kaap and de Waterkant, and on the edge of the central business district, the site is bordered by Strand Street to the east, the Tana Baru cemetery to the west, and the Jami'a Masjid to the south (see Figure 1 and Appendix A1). The Strand Street Quarry redevelopment project is a key initiative within the Bo-Kaap Local Area Spatial Development (2023), is part of the identified publicly owned land between the V&A Waterfront and the CBD that can drive development and economic growth, fostering a vibrant and inclusive city. Over the years, the proposed redevelopment area has been part of various proposals, planning instruments, and frameworks, including the Technical Feasibility and Risk Assessment for Signal Hill 'People Mover' Final Development Proposal (2015), Bo-Kaap Quarry Conceptual Urban Design Framework (Jakupa, 2018), Bo-Kaap Tourism Development Framework (2021), Bo-Kaap Local Area Spatial Development (2023), and Table Bay District Spatial Development Plan and Environmental Management Framework (2023). Informed by various City spatial development policies and past conceptual urban design frameworks, the proposed project aims to transform the Strand Street Quarry into a dynamic mixed-use space, seamlessly integrating within its surroundings and promoting community-building and upliftment. Additionally, the project addresses the current lack of community facilities within the cityscape by providing spaces and amenities that promote social interaction, recreational activities, and community gatherings, thereby enhancing the overall quality of life for residents. To ensure the success and sustainability of these efforts, active community/stakeholder engagement has been prioritised throughout the redevelopment process. A Living Heritage project, running parallel to the Strand Street Quarry redevelopment design phase, explored and documented the intangible heritage of the area and identified ways to incorporate it into the public realm. Intangible cultural heritage includes cultural traditions, oral histories, performance, ritual, popular memory, skills, and indigenous knowledge. Findings from the Living Heritage project have informed the spatial planning and conceptual redevelopment framework of the Strand Street Quarry, ensuring that cultural heritage features are reflected in the site design and function. To further realise the Strand Street redevelopment vision, the City's approach involves securing statutory development rights (land use management, environmental, and heritage authorisations) and conceptualising a comprehensive Urban Design and Landscape Framework (Meyer and Associates, 2023). This framework will guide the redevelopment process, incorporating evaluations from technical, environmental, heritage, and public desirability perspectives. Once necessary authorisations are obtained, the development will be undertaken beginning with implementation by the City of specific components such as the sports field and Metro police office, before inviting participation from the market to further shape and contribute towards the redevelopment vision. This approach ensures the redevelopment adheres to the City's spatial planning objectives while creating economic opportunities leveraging greater private sector participation.

Design process

The concept designs presented for assessment and approval were the subject of an extensive consultation process, facilitated between March and December 2023, and undertaken in parallel with the technical and professional involvement to develop a set of proposals for the site. The consultation process is summarised in section F of this report and described in full in Appendix F. It involved the following key activities, each of which informed and refined the concept design presented in this BAR:

- » A series of focused workshops with representatives of community organisations, including residents associations, sporting clubs, faith-based and cultural organisations, local businesses, tourism associations, and heritage conservation bodies. These comprised a total of six meetings held on the site between March 2023 and June 2023, which incorporated site walkabouts, discussion of a three-dimensional model of the site, and brainstorming of inputs regarding local needs and expectations for the quarry site.
- » Engagements with various governmental stakeholders including City of Cape Town departments and SANParks, including presentations and discussions on the status quo, project proposals, and concept designs.
- » Technical inputs and design indicators arising from the following professional studies and assessments:
 - » Urban design (Meyer & Associates)
 - » Planning and land use management (@Planning)
 - » Landscape planning (Terra+)
 - » Civil engineering (HHO)
 - » Electrical engineering (Claassen Auret)
 - » Geotechnical engineering (HHO)
 - » Cultural and architectural heritage (Bridget O'Donoghue)
 - » Archaeology (ACO Associates)
 - » Visual impact (David Gibbs)
 - » Transport engineering (HHO)
 - » Living heritage (Dr Josette Cole with Rosie Campbell of Design for Development)
- » A public participation process in November-December 2023, incorporating widespread advertising, a 30-day comment period, and an open day held on the site.

Proposed redevelopment area site conditions

The Strand Street Quarry site, of which only a small portion is currently used for municipal and utility purposes, is the largest of three adjacent quarries, the others being the Wash House Quarry and the Prayer Quarry to the south. The identified study area is indicated in the red dashed line in , focusing on the Strand Street Quarry site as well as adjacent access routes along Strand and Hudson Streets.

All three quarries are declared National Heritage Sites. The site is the oldest quarry in the country and the stone quarried there was used in the construction of various historic buildings including the Castle of Good Hope. The quarry face is a significant feature holding immense historical and heritage significance related to the history of the city. Surrounding communities including the Bo-Kaap boast rich cultural heritage, having been a centre of Malay culture dating back to the mid-1700's. Atop the quarry is the Tana Baru cemetery where some of the earliest and most respected Islamic residents of Cape Town are buried.

Project proposal

The City of Cape Town proposes to redevelop the Strand Street Quarry site into a multi-use facility focused on sports, economic, tourism, and heritage uses (see Figure 2). The development footprint of the proposed redevelopment site is $\pm 32\,000\text{ m}^2$. A conceptual site development plan was prepared for the site in 2023, through a consultative and iterative process involving community stakeholders and technical inputs. It includes the following land uses:

Sports facilities: The sports focus aims to address the lack of community sports centres in the area and revitalise underutilised public open space. The sports facilities proposed on the quarry site would include (Figure 4):

- » a multi-use sports field and other facilities, with the main field sized 120 metres long by 69 metres wide, to accommodate various sporting codes including rugby (as a training field) and soccer; as well as netball and handball courts and cricket practice nets; and
- » other sports related infrastructure including a facilities management office, spectator stands, space for tuck shops, and ablutions.

Economic and tourism facilities: The facilities proposed for economic and tourism generation include (Figure 5):

- » a new restaurant space located within an existing row house along Strand Street;
- » a linear market and trade space along the length of the sports field;
- » a food and spice market; and
- » spatial provision for a future potential cable car station connecting the quarry with Signal Hill (the development of which is not included in this application and is subject to feasibility and other future processes).

Community and social facilities on the proposed redevelopment site will consist of (Figure 6):

- » a museum and exhibition space in the historic Old Fire Station building for cultural and historical purposes;
- » a rooftop garden and contemplation space;
- » a contemplation and prayer space at the base of the quarry face (centred around the existing minbar structure); and
- » a historical timeline walk along the quarry face with interpretative signage.



Figure 4: Sports overlay (Meyer & Associates, 2023) NOTE: This and the following concept images were drafts prepared during the design process in 2023 – refer also to the latest site development plan in Fig. 2. The People Mover proposal is excluded from this application



Figure 5: Economic and tourism overlay (Meyer & Associates, 2023). Draft concept prepared 2023. Refer also to the latest site development plan in Fig. 2. Note: People Mover proposal is excluded from this application.

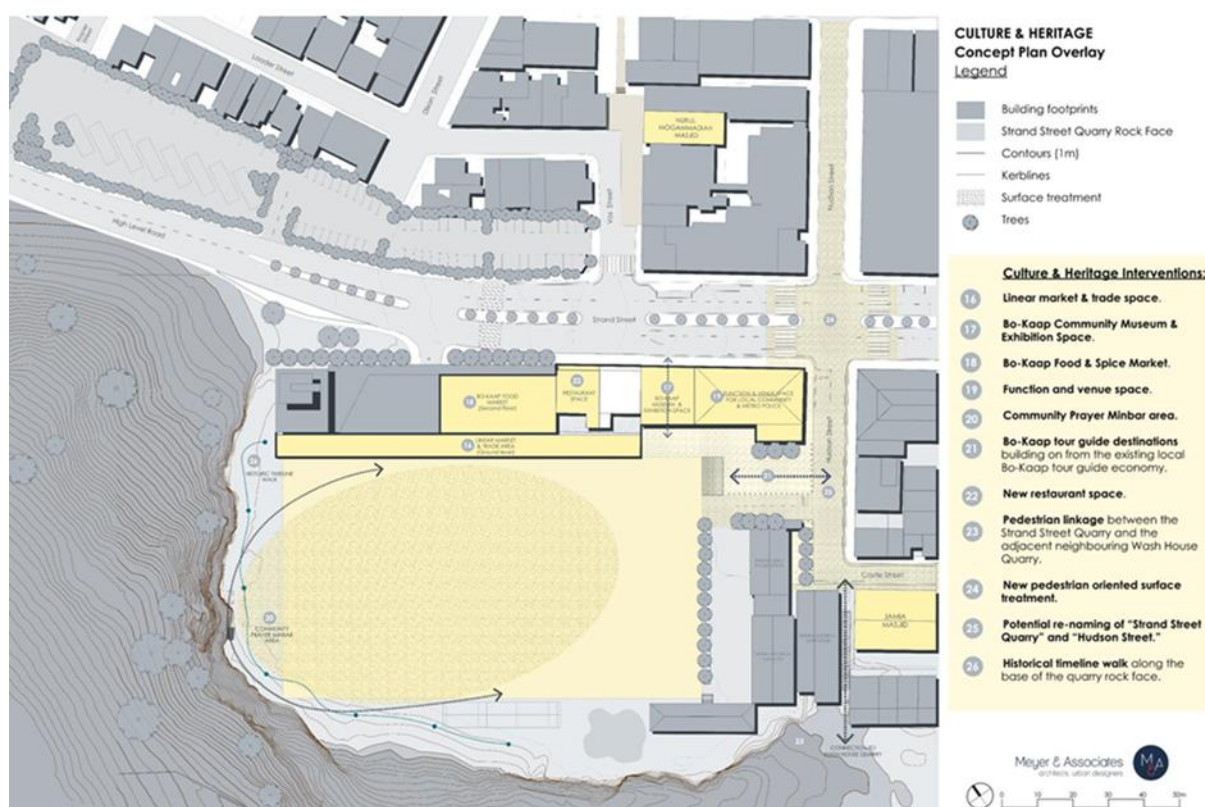


Figure 6: Culture and heritage overlay (Meyer & Associates, 2023). Draft concept prepared 2023. Refer also to the latest site development plan in Fig. 2.

Utilities and safety interventions: Proposed utilities and safety interventions on the site include (Figure 7):

- » provision for use of the main sport field for parade and other outdoor purposes;
- » an existing electrical substation and switchgear;
- » the existing Metro-Police office building located near the Hudson Street entrance;
- » a new vehicle access and gatehouse; and
- » a new Metro-Police and Law Enforcement 'back of house operations' building located at the western edge of the site; and
- » under-field parking and storage for the Metro Police.

Public realm upgrades and improved pedestrian infrastructure will include (Figure 8):

- » a new public 'plaza square' forecourt providing access from Hudson Street to the site;
- » new pedestrian walkways around the existing Jami'a Masjid, along Chappini and Hudson streets and along Strand Street;
- » a new pedestrian crossing over Vos Street;
- » a new signalised pedestrian crossing over Strand Street;
- » public realm installations with a heritage and cultural focus, including archways, murals, wayfinding signage, and interpretive signage;

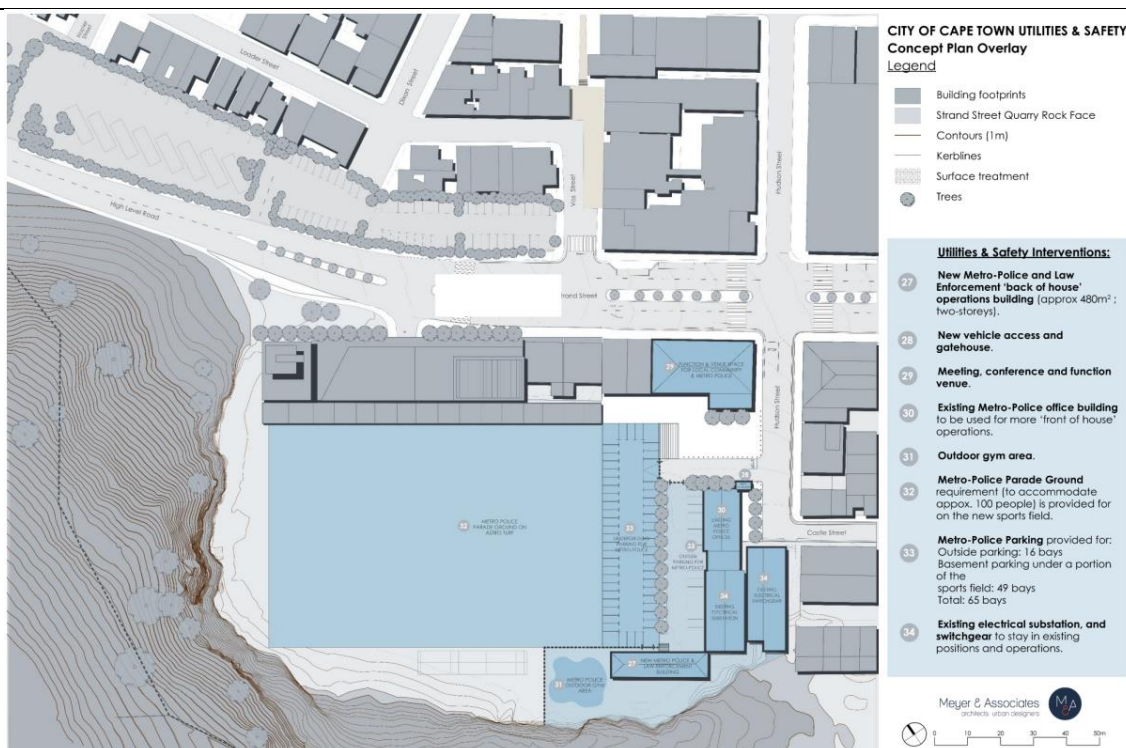


Figure 7: Utilities and Safety Concept Overlay (Meyer & Associates, 2023). Draft concept prepared 2023. Refer also to the latest site development plan in Fig. 2.



Figure 8: Public realm overlay (Meyer & Associates, 2023). Draft concept prepared 2023. Refer also to the latest site development plan in Fig. 2.

Vehicle Parking and bus embayments: The proposed estimated vehicle parking provision on the redevelopment site (see Figure 9 and Figure 10) includes:

- » Expanded parking areas on the eastern side of Strand Street comprising approximately 73 vehicle bays, replacing the current +/- 20 bays in the existing informal parking and including approximately 14 bays for permit parking;
- » Parking south of Strand Street, in a semi-basement accommodating 43 bays under a new building, accessed from the new Strand Street Quarry access; and
- » Dedicated Metro-Police parking comprising 16 outside bays and 46 basement parking bays under a portion of the sports field.

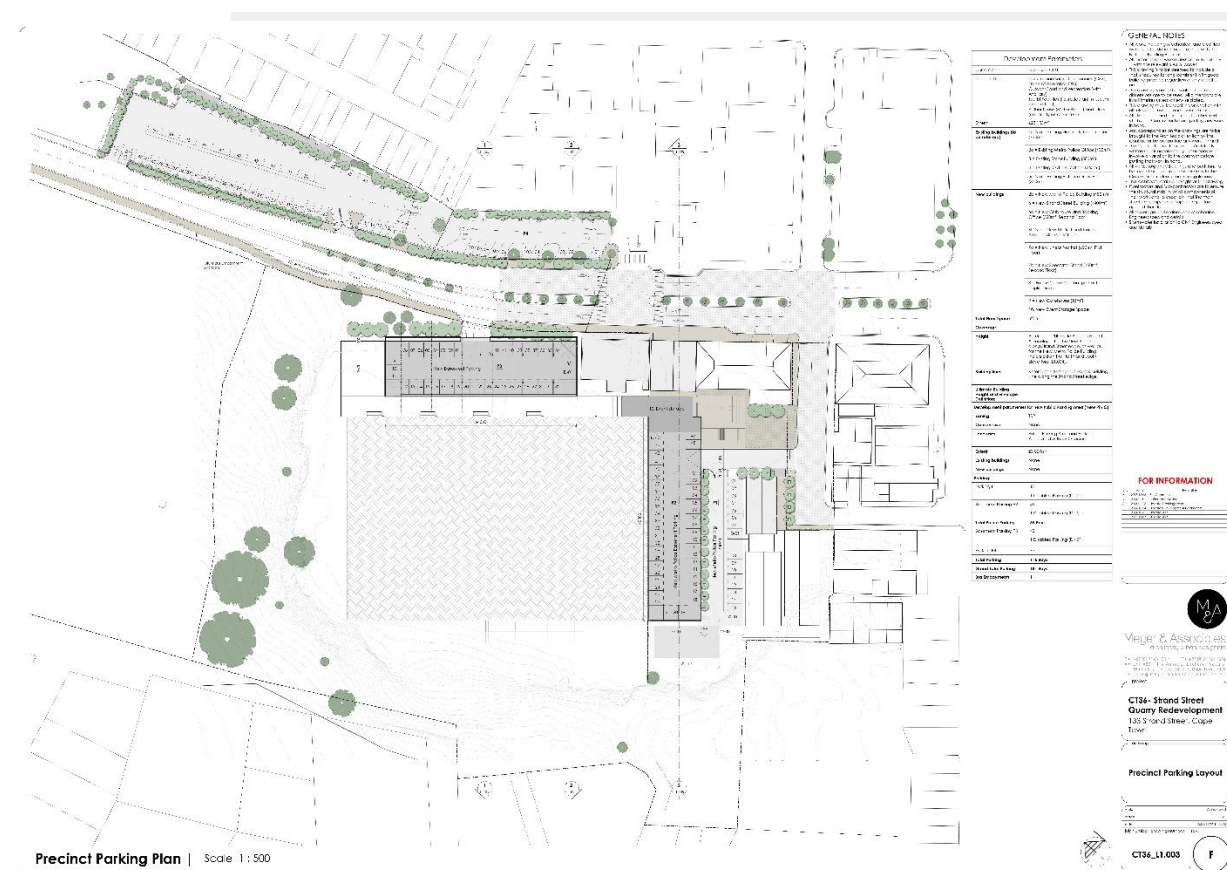


Figure 9: Parking on proposed redevelopment site (HHO, 2024)

Transport infrastructure upgrades to accommodate the proposed development, including:

- » Minor geometric changes to the Strand Street roadway, including extension of the two-lane section and changes to the westbound carriageway road width to create a widened sidewalk on the south side; and
- » A 3.0m wide sidewalk on the north side of Strand Street and a 2.5m wide sidewalk on the south side.

Geotechnical interventions to reduce the risk of rockfalls on the exposed quarry faces, including (Figure 11 - subject to detailed design):

- » Rockface stabilisation with draped wire mesh over most of the northern and western rockfaces; and

- » Rockfall barriers in the central part of the western rockface, comprising berms, low walls, or catch fences.

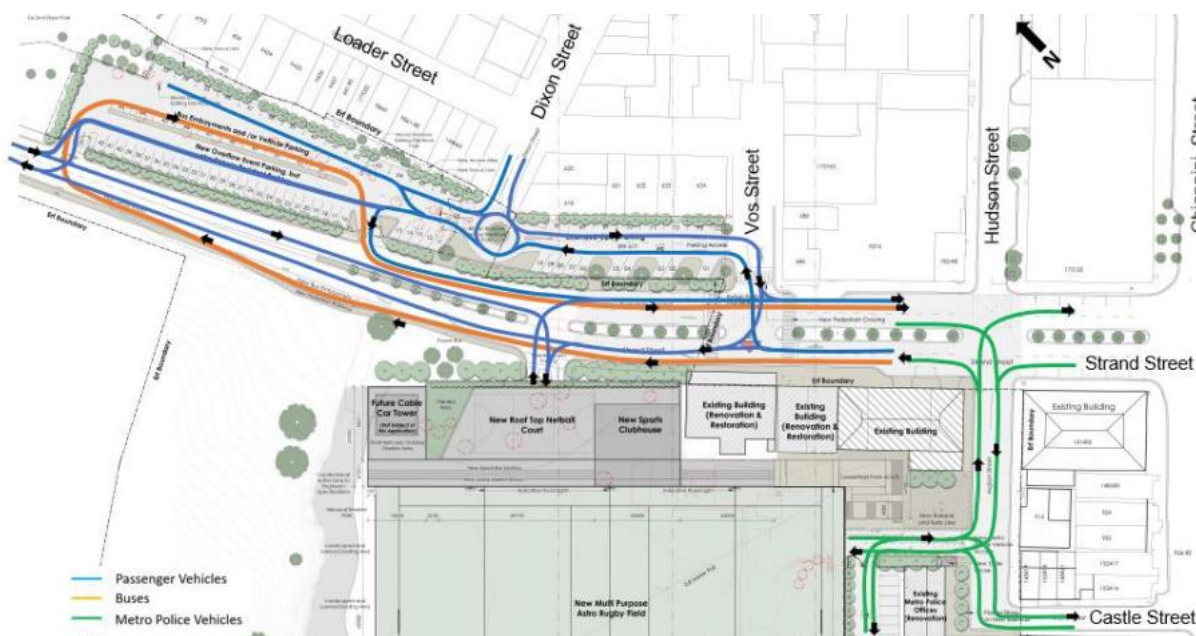


Figure 10: Vehicular movements on proposed redevelopment site (HHO, 2024)

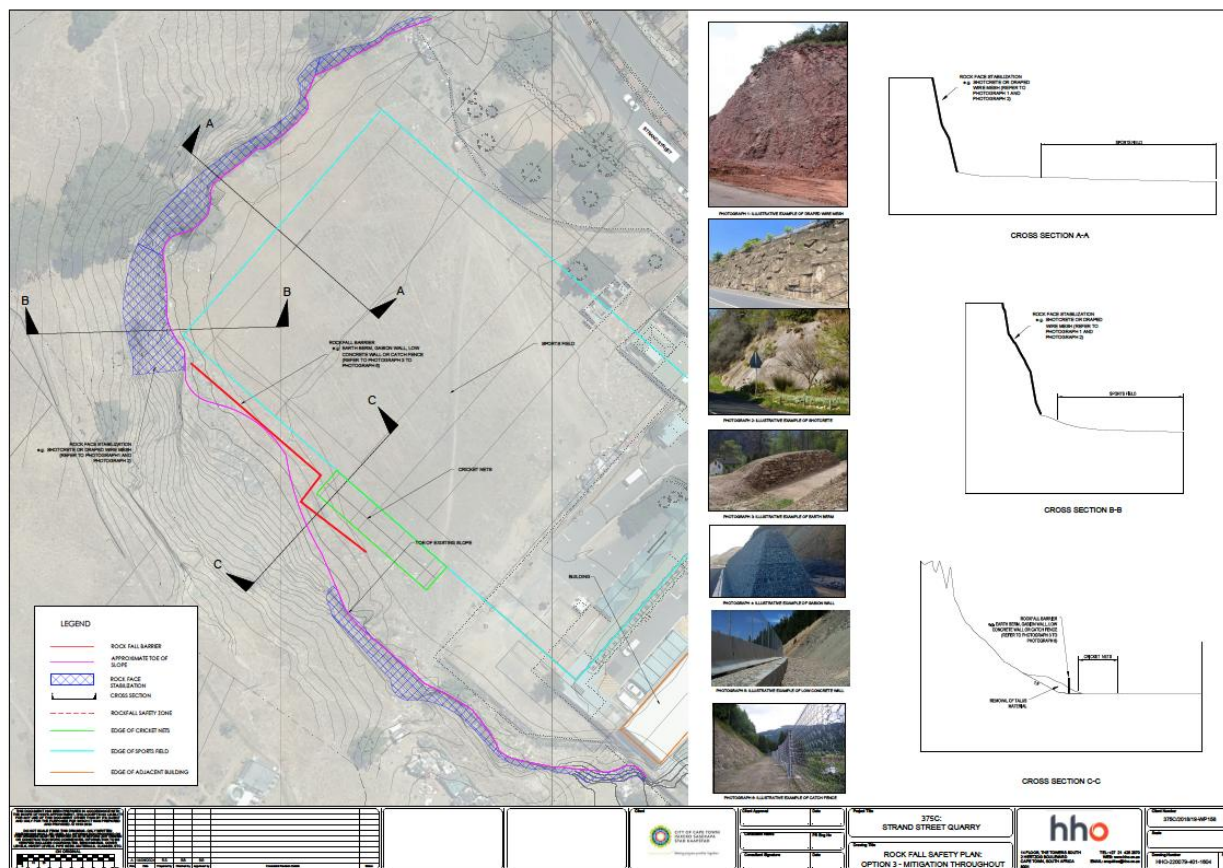


Figure 11. Rockfall safety plan. Blue hatching indicates rockface stabilisation, and red lines indicate proposed rockfall barriers. No buffer area is required under this proposal.

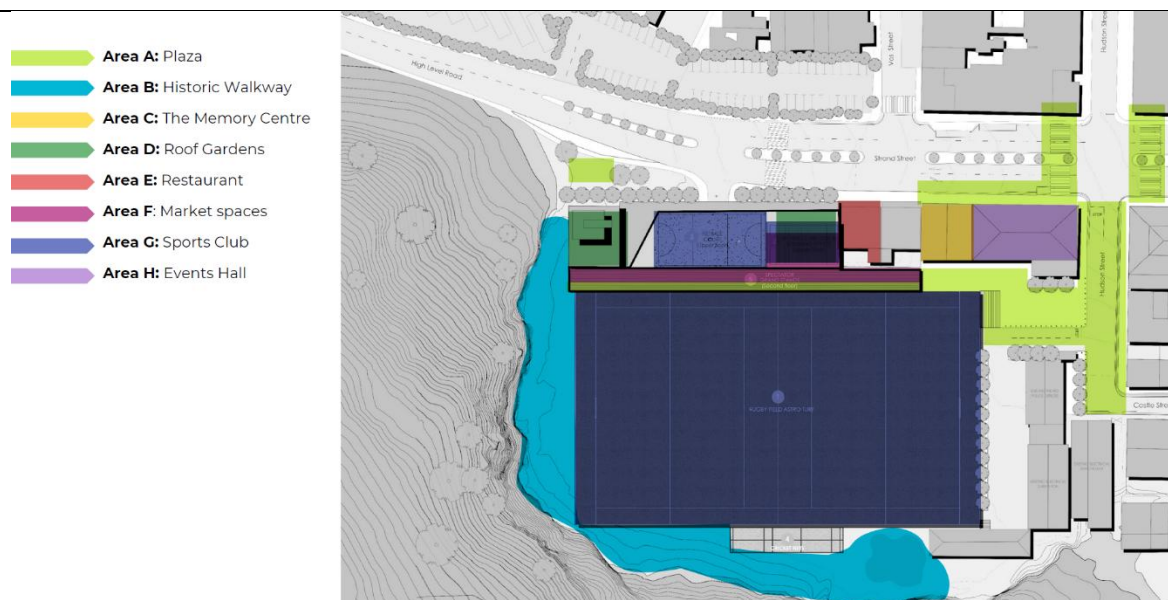
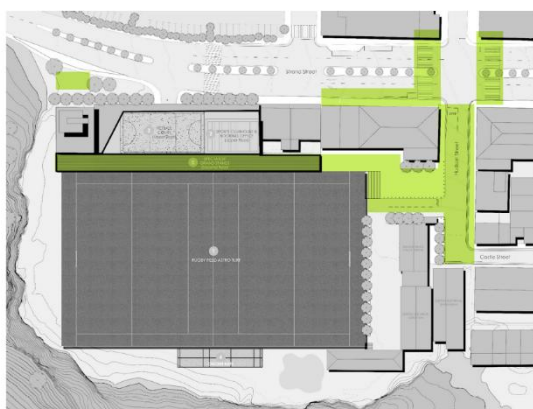


Figure 13: Proposed redevelopment site and the various concept overlays (Design for development, 2024)

Creative brief by Design for development

Area A. Plaza and Entry Points to Site



Practical Role of the Area
Entry points,
orientation area

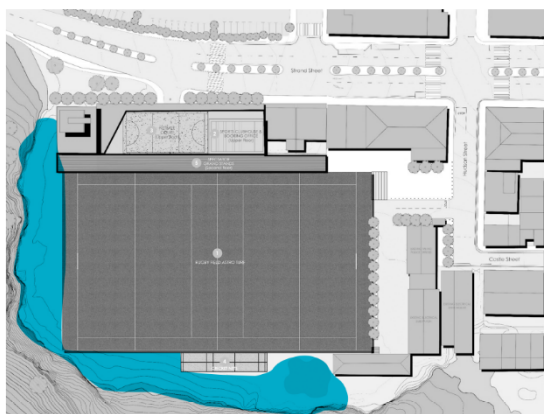
Creative Opportunities
Visually invite, wayfinding signage,
welcome, spark Interest and curiosity,
create an entrance moment.

Area Focus

- The Plaza and entry points into the site will be used to **visually invite, welcome, and introduce visitors** to the multi-use sports complex.
- It will also be used to **spark interest and curiosity** at points where the site connects to the surrounding streets.
- **Wayfinding** elements such as signposts and maps woven into the surroundings create points that tell the story of this new precinct and how it holds layers of meaning and history.
- The plaza area is the **main connection point** between Bo-Kaap, the new complex, De Waterkant and the City, including important links such as District Six, The Castle and Robben Island.
- **Introduction of routes** of liberation, slavery and routes to sites of Kramats around the city, linking the Quarry to them. A meeting point for tourism guides at a Route Board describing all the links.

Figure 14: Redevelopment site illustrating plaza and entry points to site (Design for Development, 2024)

Area B. Historical Walkway



Practical Role of the Area

Walk, learn key information, find shade, eat something, play, pray

Creative Opportunities

Commemorate the quarry as a Mosque, tell stories about Islam, slavery and local geography. Talk about Cape Islamic culture.

Area Focus

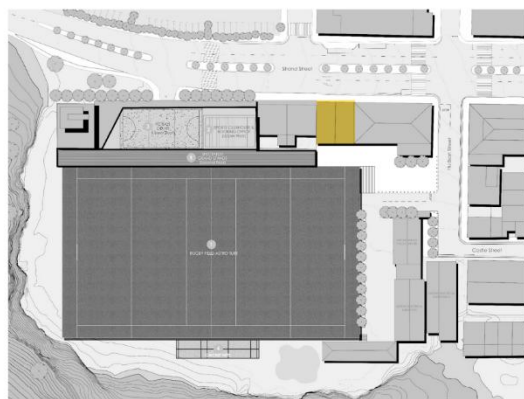
- The Historical Walkway offers an opportunity for visitors to learn about The Quarry.
- Through signboards and information embedded in walkways, four areas have been identified as focus points for telling stories and opportunities for activities: 1.) The Pathway, 2.) The Minbar (a place of reflection and prayer), 3.) A Play Area (focusing on children) and 4.) A Gathering or Kuier Spot (a multi-purpose sitting area to enjoy different things). 5) Running /hiking start point.

Many stories can be told along the Historic Walkway in different ways. We have organised these into:

- 'About the Rock', where it has travelled, as well as the people/slaves who worked in The Quarry.
- 'About Islam' offers insights into origins of Islam in the Cape and the use of The Quarry as a Mosque.
- Finally, a set of stories about the community history of the Bo-Kaap.

Figure 15: Historical walkway proposal (Design for Development, 2024)

Area C. Memory Centre



Practical Role of the Area

Museum space, educational, information hub

Creative Opportunities

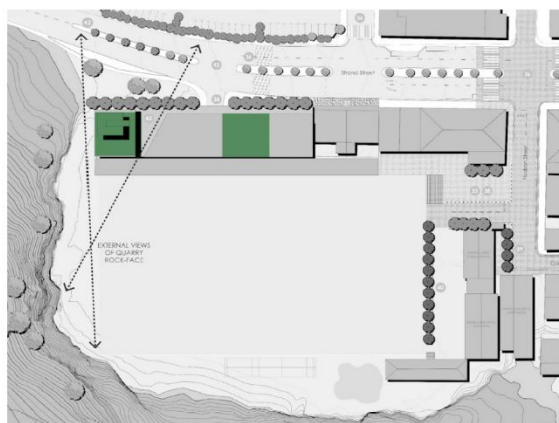
Share information about aspects of history in an interesting and interactive way.

Area Focus

- The Memory Centre is the Old Fire Station.
- It offers information on all aspects of Bo-Kaap history.
- Visual, audio, interactive and tactile techniques.
- Use floors, walls, ceilings, installations and displays.
- In particular, it is a place to learn about Islam.
- A large non-opening window provides a viewpoint and connection between Strand Street and The Quarry, allowing light in without the noise of the traffic.
- Directional links to Prestwich, Robben Island, and District Six museums and memorial centres.

Figure 16: Proposed memory centre (Design for Development, 2024)

Area B. Roof gardens



Area Focus

This area proposes two gardens. The Reflection Garden offers a tranquil space above and away from the site's activity, ideal for quiet, prayer, and contemplation. The Exploration Garden provides a vantage point to observe the city's connections and understand its interlinked nature.

Both gardens are designed with low-growing plants to withstand the wind, following a simple Islamic contemplation garden quadrant style. Maps display how The Quarry is connected to other historic sites in the city.

Practical Role of the Area

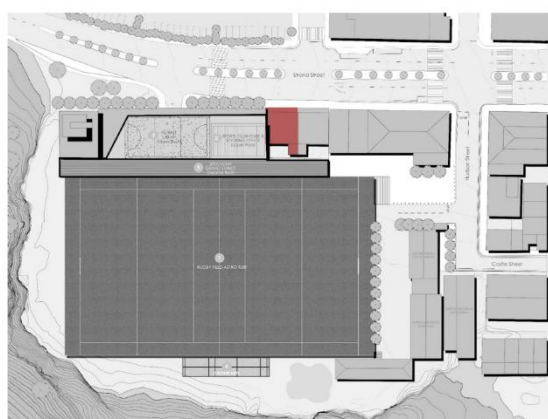
City greening, improved view from high buildings close by. Calm space, contemplation.

Creative Opportunities

A visual link to Robben Island, Table Mountain and the City. A place to connect to the City landscape and the 'old' Bo-Kaap.

Figure 17: Proposed roof garden (Design for Development, 2024)

Area E. Restaurant



Area Focus

- The Restaurant space within the memorial is dedicated to fostering community participation, celebrating food, and supporting entrepreneurship and local business.
- A huge draw card for local and international tourism and economic boost. This has trade, social, cultural and tourism benefits.
- It is a place where local and international visitors can enjoy a delicious lunch, while also reflecting on the rich history, culture, and community spirit that food embodies.
- This vibrant space will host festivals and events, becoming a hub for communal gatherings and celebrations. It will offer local entrepreneurs opportunities to showcase their culinary talents and artists a platform to depict the area's heritage, creating a dynamic environment where tradition and innovation blend seamlessly.

Practical Role of the Area

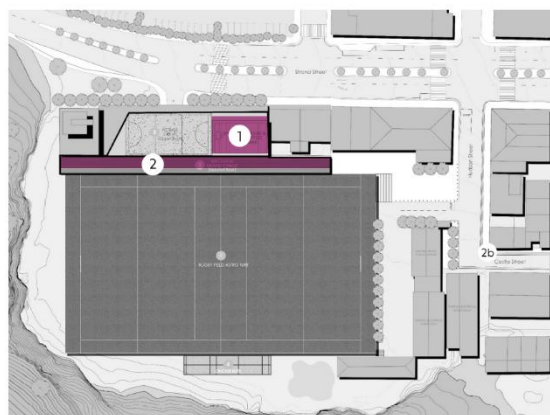
A place to eat, to run restaurant and market, venue for events and festivals

Creative Opportunities

Celebrate spices, food and community. Storytelling and art create a vibrant space where people can gather.

Figure 18: Proposed restaurant area (Design for Development, 2024)

Area F. Market Spaces



Area Focus

Focus 1: The Spice Market:

- Fosters community participation, celebrating spices and supports entrepreneurship and local business.
- It is a place where visitors local and international can enjoy local spice trade and products while learning about the history of traders of times gone by, reflecting on the rich history, culture, and community spirit that spice trade offer.

Focus 2: The Lineal Market

- Fosters local talent and products, and offers opportunity to local entrepreneurs to showcase their products.
- An opportunity to honour businesses that have operated in the area for nearly 100 years, for example Atlas and others.

The curated markets sell locally made products, to ensure diversification and quality.

Practical role of the area

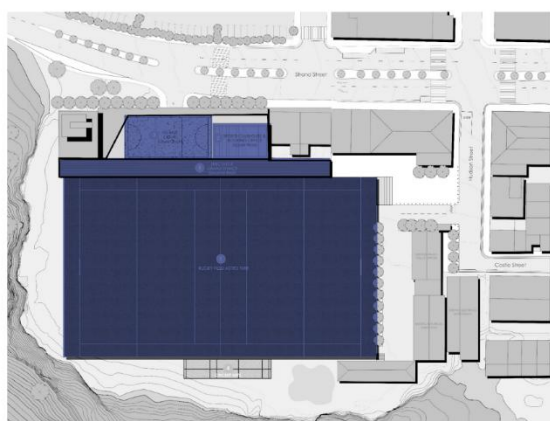
A place to showcase local products - both craft, art and food.

Creative Opportunities

Inclusive, open market design that encourages entrepreneurial opportunities to local Capetonians.

Figure 19: Proposed Market Space (Design for Development, 2024)

Area G. Sports Club



Area Focus

The Sports Club, built in response to the community's specific request, functions as a hub for recreational activities and athletic development.

It provides space to remember the sports clubs of old and honour the sports legends from the area.

Designed to be low maintenance and practical, the club offers a safe and inclusive environment for people of all ages to engage in physical exercise and team sports, especially important for women.

By catering to the community's recreational needs, the sports club fosters community spirit, promotes healthy lifestyles, and celebrates the rich sporting heritage of the area.

Practical role of the area

Player locker rooms, and meeting area, equipment storage.

Creative Opportunities

A place to celebrate sports teams and sport heroes of the the past.

Figure 20: Proposed sports field and clubhouse (Design for Development, 2024)

Considering the proposed conceptual overlays, and activity design features, some existing buildings will need to be demolished to actualise the redevelopment vision. Several existing buildings will be retained, for functional or heritage reasons. Figure 18 represents the identified buildings/ structures proposed for retention or demolition. These include:

Retained buildings (indicated in green):

- » 1. Hall: former workshop and store, c. 1905
- » 2. Store: former fire station, c. 1905

- » 3. Semi-detached houses, c. 1892
- » 4. CCT Metro police offices, c. 1961
- » 5. Electrical substation
- » 6. Electrical transformers

Demolished buildings (indicated in red):

- » Store below quarry face, now in ruins, c. 1952.
- » Facebrick ablution block, now in ruins, c. 1946.
- » Stone ablution building, c. 1905
- » Timber framed carport, c. 1920s
- » Pitched roof garage, c. 1920s
- » Single storey store northwest of metro police building
- » Shade cloth carport structures, c. 2000



Figure 21: Represents the buildings and structures that will be retained/demolished (O'Donoghue, 2024)

Landscape Framework Plan

A Landscape Framework Plan (LFP) prepared for the Strand Street Quarry by Terra+ Landscape Architects (Appendix B and Figure 37 (page 71)) includes comprehensive landscape and urban design guidelines. Key considerations of the LFP include preserving the heritage value of the quarry face, integrating with the surrounding environment along Strand Street, and addressing building placement and stormwater management. The LFP proposes measures to manage development impacts, such as enhancing biodiversity through planting with indigenous species, maintaining a green connection to Signal Hill and Table Mountain, and interpreting the site's historic narratives through thoughtful landscaping and material choices. The LFP proposes the following conceptual elements, which informed the landscape design:

- » **Re-wilding and Nature Connection:** The site, located at the base of Signal Hill and near Table Mountain National Park, will be revitalised with increased vegetation and the rehabilitation of degraded areas. Endemic and indigenous plant species will be used to increase biodiversity and landscape resilience.
- » **Green Connection and Heritage Preservation:** The plan maintains the connection to Signal Hill and Table Mountain through a green edge along Strand Street and enhanced building edges with planting. The quarry face will be framed with a planted edge and natural paths, balancing heritage appreciation with user safety.
- » **Heritage and Narrative:** The redevelopment site design seeks to reflect the site's rich historical narratives through material choices, spatial qualities, and landscaping. In addition, it intends to create an inclusive interpretation of both tangible and intangible heritage elements.

In addition to the overarching proposed conceptual elements, the unique character of the site informed the proposed design features and layout. The landscape principles were developed to preserve and enhance the character and identity of the quarry face, shaping the overall landscape approach. These principles guide the use of interventions, placement of circulation routes, and integration of green edges that contribute to maintaining the unique sense of place. The proposed redevelopment site's unique quality is maintained, and further enhanced through using structured planting for active spaces, walkways, and other landscape elements such as retaining walls and stormwater management systems. The purpose of strategically planting of trees enables a hierarchy of green spaces, and reinforces the connection between the development and its surroundings.

Sections through the proposed redevelopment site demonstrate key character features that enable the spatial relationship between the quarry face, and the proposed development. The proposed buildings on the eastern edge (Figure 22) create a clear edge to the site and present the quarry face as a central feature. Proposed landscaping creates a green base to the quarry wall, integrating it with the broader context of fynbos and mountain vegetation and creating an interface between the natural rock and the artificial materials of the sports field. The proposed greening along the edge also provides significant opportunities for interaction and engagement with the historic quarry face (Figure 23).

A series of illustrative views describe and explore the character and sense of place proposed on the site, especially those created by the landscape and living heritage interventions. The series of views are examples of the possibilities and a vision of the quality of space which can be imagined in these spaces, capturing the essence of the sense of place and the impact on the end user.

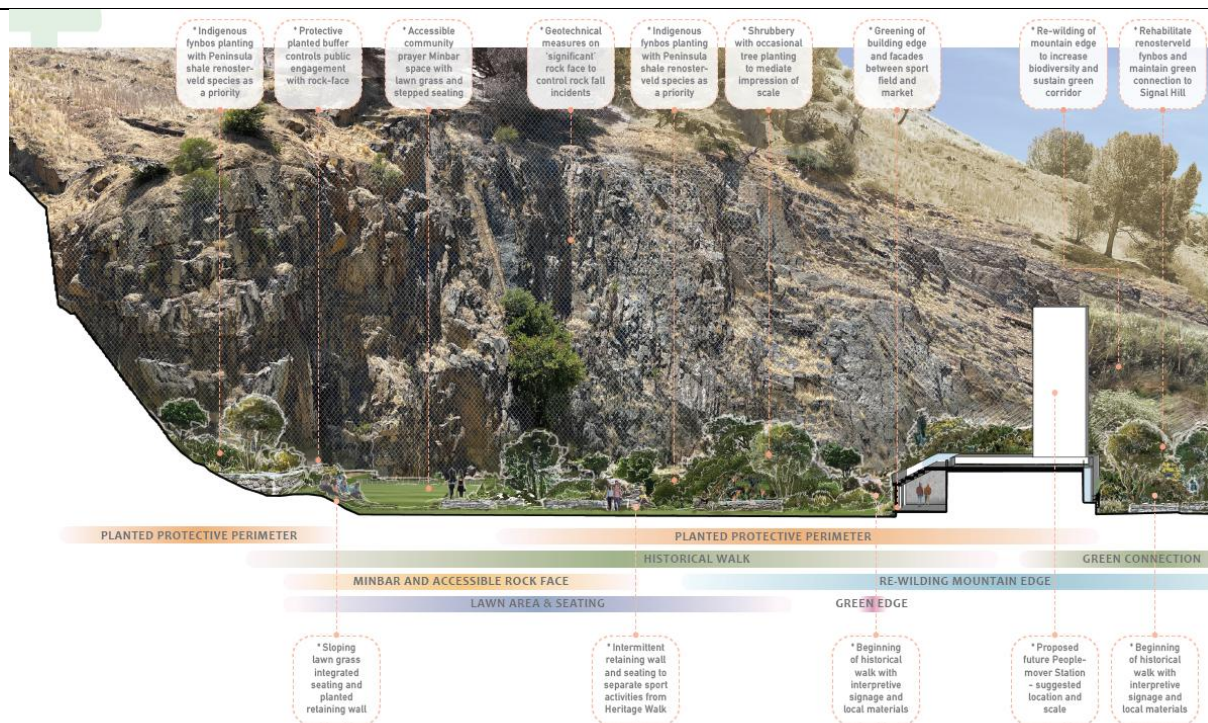


Fig. 2 Transverse section 1, dissecting Strand Street Quarry on the east-west axis, indicating the Heritage Walk with perimeter planting, hard and soft seating, the accessible Minbar, geotechnical rock face solutions and proposed facilities

Figure 22: East-west section, indicating the Heritage Walk with perimeter planting, hard and soft seating, the accessible Minbar, geotech catch fence and proposed facilities (TERRA+, 2024)

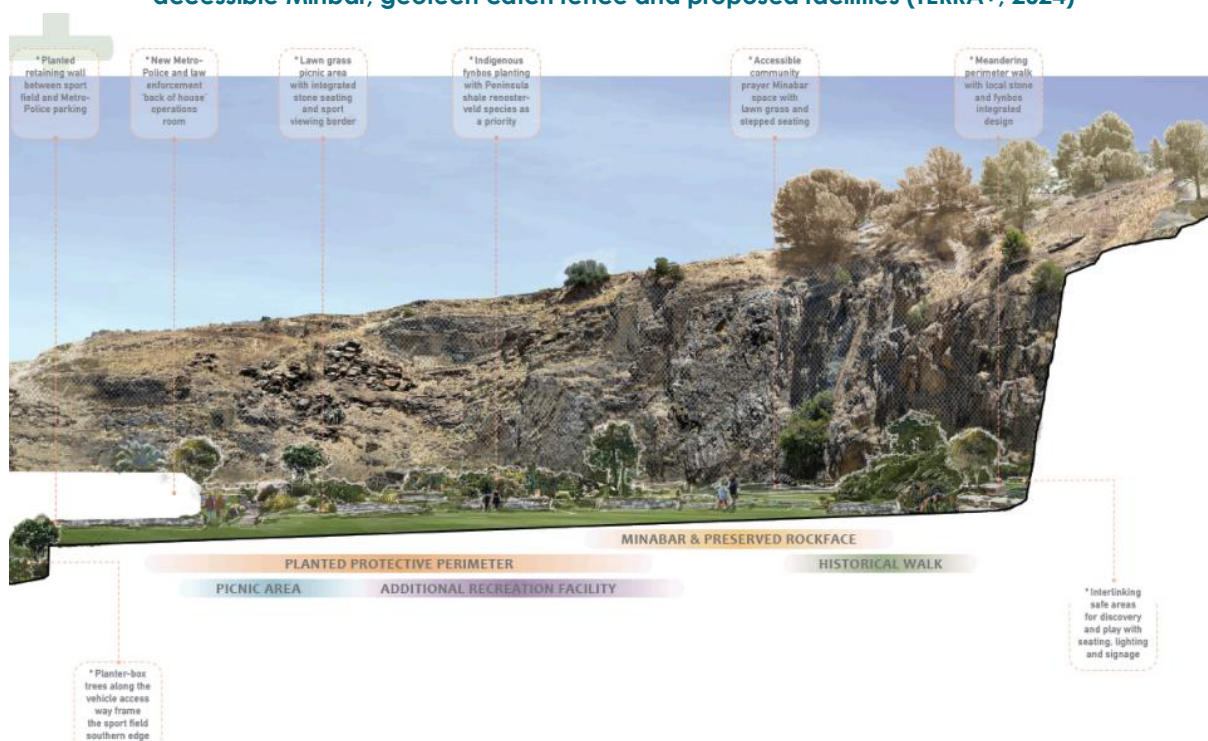


Figure 23: North-south section showing the proposed Heritage Walk with perimeter terracing, hard and soft seating, accessible Minbar, geotechnical rock face solutions (TERRA+, 2024)

Visual and Physical Connections: The redevelopment site will incorporate varied outdoor spaces with clear visual and physical connections, particularly through the Heritage Walk. Footpaths will link to a larger pedestrian network, ensuring a continuous green seam throughout the

development for a cohesive identity. Figure 24 to Figure 27 depict how the character of the proposed redevelopment site will be enhanced through design features.

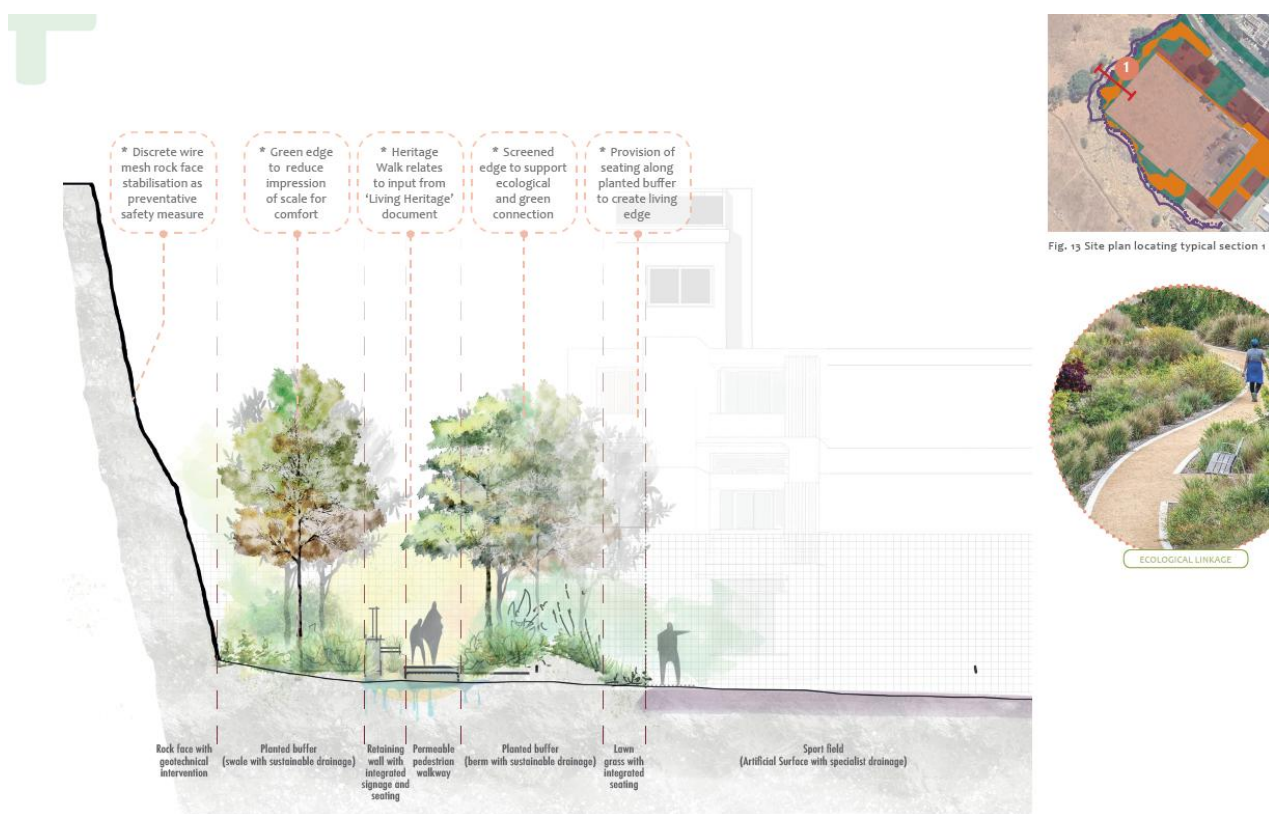


Fig. 12 Typical section 1, indicating relationship between 'Heritage Walk' movement zones and recreational areas, separated by planting and minor earthworks

Figure 24: Typical section through Heritage Walk along the quarry face, illustrating movement and recreational zones, separated by planting and minor earthworks (TERRA+, 2024)



Figure 25: Illustrative view of recreational Heritage Walk with play area and green retaining interface between development and rock face, (TERRA+, 2024)



Figure 26: View illustrating recreational Heritage Walk opening to picnic area with rock play and seating elements and interface with geotechnical retaining systems (TERRA+, 2024)



Figure 27: Internally focused recreational area 'Roof Garden' opening up to expansive views over CBD and Table Mountain, (Terra+ Landscape Architects, 2024)

Streets and Pedestrians: Street edges will play a crucial role in maintaining green connectivity, with a hierarchy in street design to prioritise pedestrians (Figure 28). The design will include materials and features for traffic calming and pedestrian friendly environment.

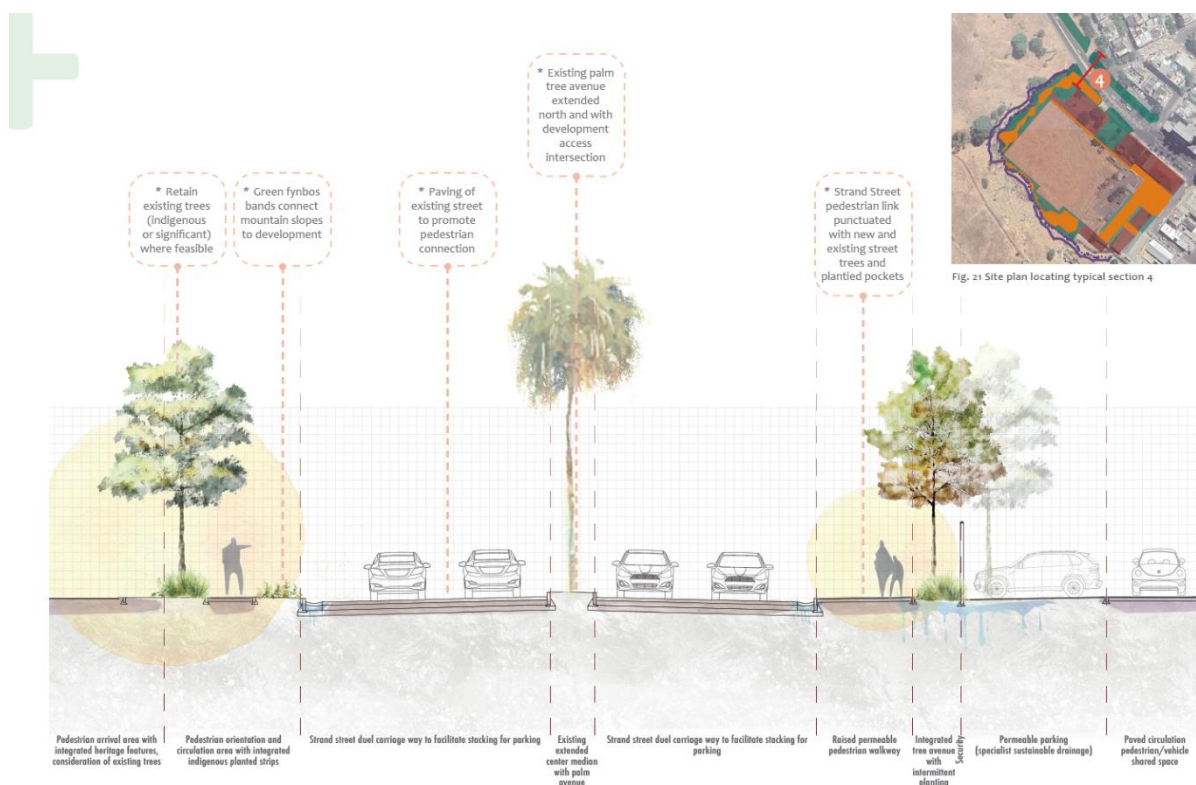


Fig. 20 Typical section 4, indicating relationship between pedestrian areas, road ways and pedestrian/vehicle shared spaces across Strand Street and proposed parking

Figure 28: Section through proposed Strand Street parking and connection to surrounding area (TERRA+ Architects, 2024)

Pathways, Edges, and Accessibility: The proposed redevelopment design intends to provide ample pedestrian pathways, creating connectivity of various parts of the site and the surrounding community, promoting active use and safety. Pedestrian paths and walkways will connect the plaza and public space to provide a continuous pedestrian network.

Figure 37 on page 71 represents the proposed Landscape Framework Plan for the site. The full Landscape Framework Plan is included in Appendix B.

Stormwater management infrastructure

The proposed redevelopment area is reasonably well served by existing stormwater infrastructure in roadways bounding the site, namely Strand Street and Hudson Street. Two connections are required on the opposite of Strand Street to service the proposed parking area. The proposed sports field will serve a dual purpose as both a recreation and stormwater detention facility, and the impermeable areas of the site will be drained using conventional stormwater infrastructure (pipelines, manholes, catchpits etc.). The proposed stormwater infrastructure will be designed in accordance with the City of Cape Town's Standards and Guidelines for Roads & Stormwater (2022).

The stormwater management plan (HHO, 2024) provides findings and management measures related to the proposed redevelopment, focusing on various design rainfall events and their impacts on stormwater management.

The assessment included simulation of various design rainfall events, specifically 1:1, 1:10, and 1:50 Return Interval (RI) events: These events are critical under the City of Cape Town's Management of Urban Stormwater Impacts Policy. They represent different levels of storm intensity and recurrence, guiding design decisions to manage stormwater effectively. The PCSWMM Model was used to simulate stormwater behavior and management strategies. The model was employed without calibration due to the lack of observed data, leading to approximations rather than precise results. This approach is common when detailed local data is unavailable but aims to provide sufficient insight for planning and design purposes.

The concept design includes a permeable field design, utilising the open spaces on the site to manage flood flows. The concept is assessed a generally exhibiting reduced peak flows and delayed discharge compared to the status quo, indicating improved flood control and mitigation of downstream impacts.

The proposed redevelopment is in compliance with the City of Cape Town's Management of Urban Stormwater Impacts Policy. The primary objective, as per the policy, is demonstrated through specific Return Interval events (RI): 1) 1:1 year RI to achieve extended detention relative to existing conditions, 2) 1:10 year RI: reducing runoff to predevelopment levels, and 3) 1:50 year RI: targeting runoff levels comparable to existing development conditions.

For the 1:10 year RI event, the concept design achieves runoff volumes lower than those of the predevelopment scenario, indicating effective stormwater management strategies proposed in the design. The Management Urban Stormwater Impacts Policy (City of Cape Town, 2009b) mandates the enhancement of runoff quality by employing best management practices for the removal of pollutants through infiltration, capture, and treatment of stormwater runoff. In the proposed redevelopment site, swales, and a permeable field, akin to permeable paving, are introduced. These features serve to capture runoff and facilitate infiltration, designed in consideration of site-specific groundwater characteristics (not reviewed in the stormwater management report). The design storm event selected for water quality treatment is the ½ year Return Interval (RI), 24-hour event. Notably, 81% of the site is integrated into a sustainable drainage system as part of the proposed layout.

Water and sewer services

The proposed redevelopment site is currently serviced by the existing underground pipe water network, supplied through the Molteno Reservoir in Oranjezicht. A new water connection has been proposed off Hudson Street, requiring a water meter chamber. The associated future proposed redevelopment demands for potable water demands were calculated by HHO (2024) in accordance with CSIR's *The Neighbourhood Planning and Design Guide* (2018) and are tabulated in Table 3.

The proposed redevelopment area is serviced by an extensive network of existing underground sewer infrastructure. The expected average dry-weather daily sewer flow is calculated at 7.62 kL (Table 4) with a wet-weather peak flow of 0.2 l/s. The site is within the Green Point marine outfall bulk sewer catchment, which has sufficient unused capacity. The proposed sewer infrastructure will be designed in accordance with the City of Cape Town's Water and Sanitation Department Service Guidelines and Standards (2019).

The current capacities for bulk services (water and sewerage) are unlikely to impede development at the site. According to the City of Cape Town's Water and Sanitation Department, there is sufficient network supply capacity to serve the development. The electrical services maximum demand for the Strand Street Quarry is 351kVA, and there is sufficient unused capacity in the City's electrical infrastructure to support the proposed redevelopment.

Table 3: Calculated water demand for the proposed redevelopment area.

Land use	Water usage per unit (kl/day)	W AADD (kl/day)	Peak flow * (l/s)	Fire flow (l/s)
Sports grounds	12.00	10.32	0.43	25
Business/Commercial	21.00	7.35	0.31	
Warehousing	13.00	0.91	0.04	
Parking area	3.00	1.95	0.08	
Restaurant	0.01	1.56	0.07	
Gatehouse	0.3	0.30	0.01	
Total		22.09	0.92	
* Peak factor = 3.6				

Table 4: Calculated foul sewerage demand for the proposed redevelopment area (HHO 2024).

Land use	Foul sewer usage per unit (KL/day)	FS AADD (kl/day)	FS DWP * (l/s)	FS WWP ** (l/s)
Sports grounds	0.00	0.00	0.00	0.00
Business/Commercial	16.80	5.88	0.14	0.16
Warehousing	10.40	0.73	0.02	0.02
Parking area	0.00	0.00	0.00	0.00
Restaurant	0.01	1.01	0.02	0.03
Gatehouse	0.24	0.24	0.01	0.01
Total		7.62	0.18	0.20

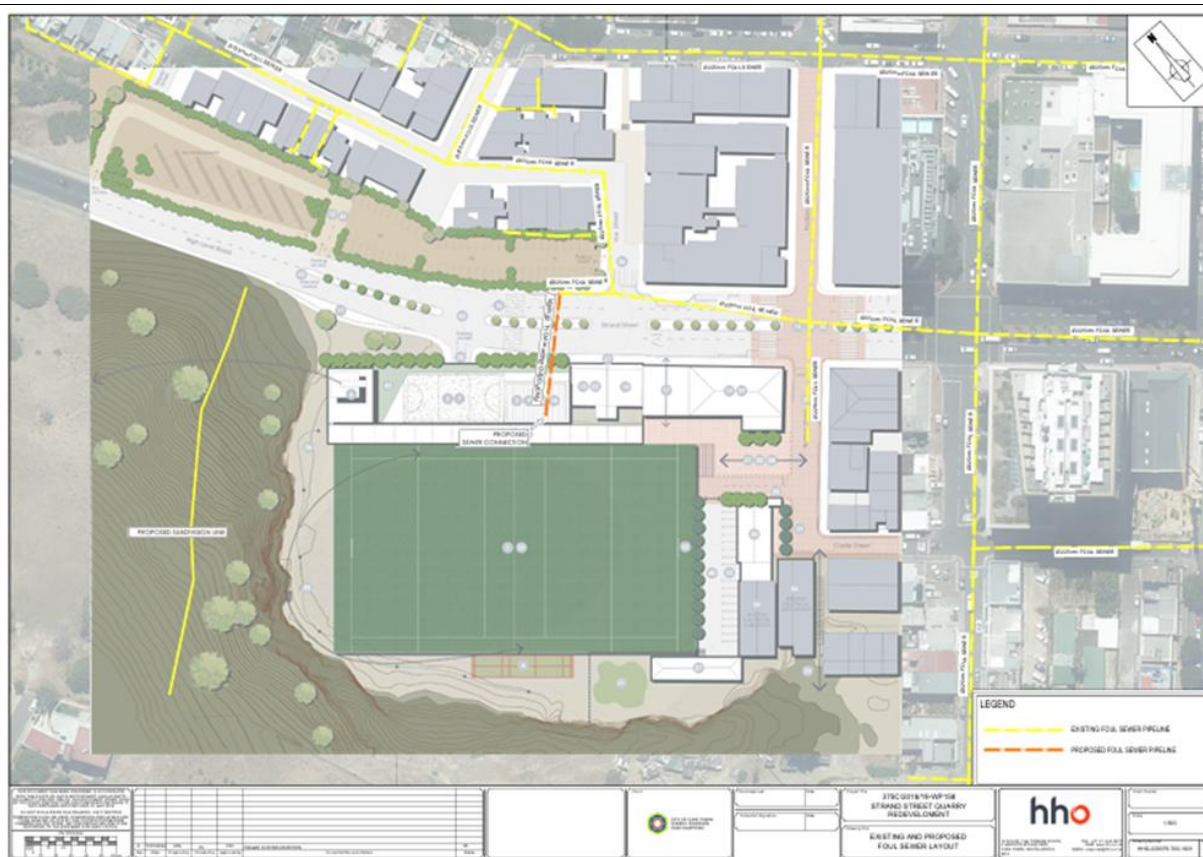


Figure 29: Existing and proposed foul sewer layout (HHO, 2023)

URBAN DESIGN GUIDELINES

The Design Guidelines prepared by Meyer & Associates are to be read with the corresponding drawings (refer to Figure 35 and Figure 36).

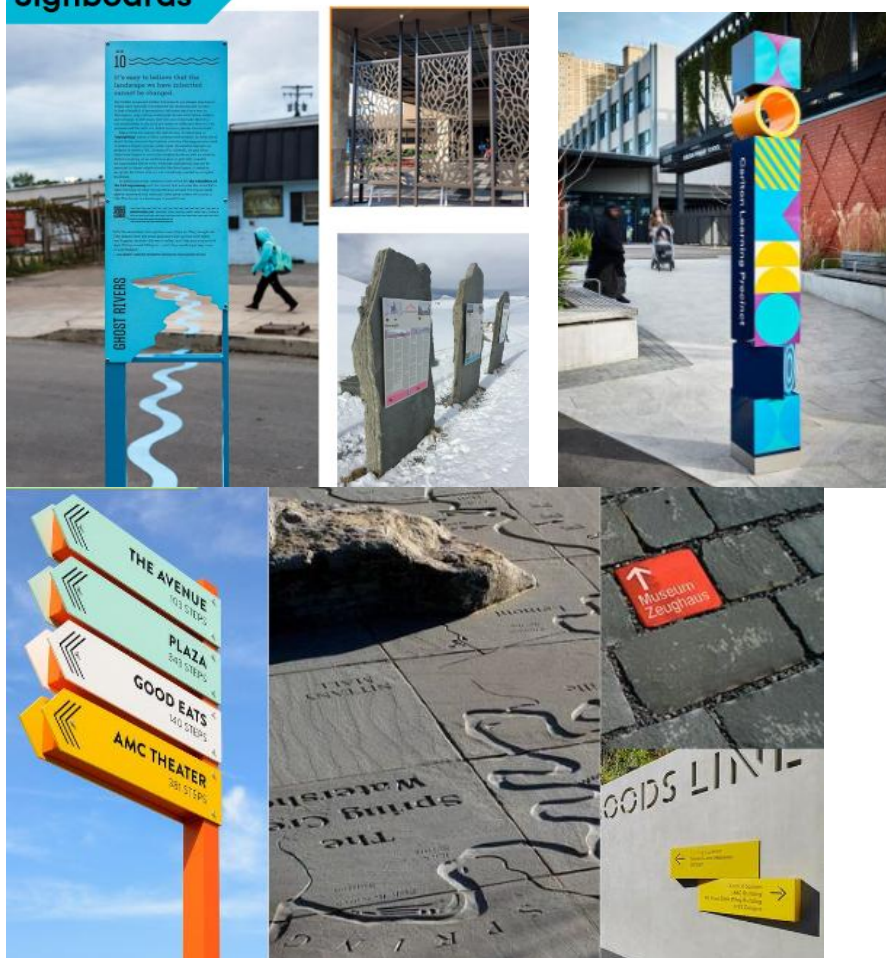
1. Pedestrian & Public Realm Improvements



a. Wayfinding Signage & Lighting

Icon	Urban Design Guidelines
	Ensure interpretive signage on and within the immediate site context. Utilize the project team's intangible heritage study to inform the design of the signage. The wayfinding should provide visual guidance for people at street level and be cohesively designed. Important locations for wayfinding include: the main entrance forecourt off Hudson Street; along Strand Street at the future Bo-Kaap heritage exhibition space (Memory Centre); and at the bus layby along Strand Street.
	Design sensitively positioned and sized signage on future buildings and structures, with no illuminated and visually intrusive signage.
	Consolidate street signage to avoid signage clutter.

Signboards



b. Main Entrance Forecourt / Plaza off Hudson Street

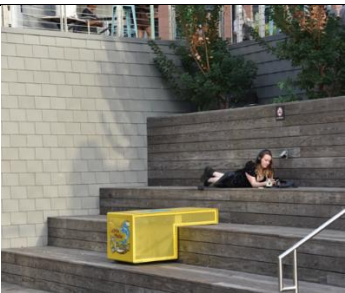
Icon

Urban Design Guidelines



Ensure new surface treatment in the entrance forecourt, extending into Hudson and Strand Streets (refer to Site Development Plan for extents). This is an important aspect to emphasize pedestrian safety of the precinct as well as to reduce vehicular speeds along High Level Road and Strand Street. Further opportunity for traffic calming across Strand Street is highly encouraged to further emphasize the importance of pedestrian safety within the precinct (refer to image below).



	Ensure bollards along new kerb line for enhanced pedestrian safety in the forecourt.
	Provision should be made for on-site NMT facilities (i.e. bicycle racks), specifically in this entrance forecourt.
	Ensure new tree planting and landscaping to frame the forecourt on external edges (refer to Site Development Plan for tree planting). This will provide much needed shade in summer months and semi-shelter in winter months.
	Urban furniture, such as benches and seating, and public art should be integrated into the design and encouraged here. (Refer to recommended design details outlined in the Intangible Heritage Design Brief by Design for Development.)
	Ensure sufficient human-scale lighting (maximum height of 2.5m) within the forecourt to emphasize pedestrian safety at night.
	Staircases and ramps up to the sports field and linear market should be designed as public space features. Providing a sense of arrival and space of pause where the stairs can be an outdoor feature and provide seating overlooking the forecourt.
	
c. Strand Street / High Level Road Edge:	
Icon	Urban Design Guidelines
	New tree planting along both sides of the road edge to form a boulevard of landscaping, further emphasizing the important green connection between the City and the beginning slopes of Signal Hill.
	Ensure the provision of sidewalks (pedestrian infrastructure): » Northern edge: 3 m wide sidewalk (including tree planting) » Southern edge: 2.5 m wide sidewalk; tree planting along the edge of the new building.
	Human-scale lighting (maximum height of 2.5m) should be regularly provided for along the sidewalks, approximately in intervals of 10m.
d. Existing and New Tree Planting:	
Icon	Urban Design Guidelines
	Refer to Site Development Plan for specification of tree removal and new tree planting. This is based on Tree Survey provided by Landscape Architect.

2. Built Form & Massing	
a. Surrounding Context	
Icon	Urban Design Guidelines
	All significant historic buildings within the immediate site context (e.g. Jami'a Masjid and local Bo-Kaap residences) should not be negatively impacted by future development on the site.
	New structures scale, massing, grain, urban and spatial alignments should complement and positively reinforce existing historic urban patterns in the immediate site context. Avoid monolithic structures that are overpowering.
	New buildings should reinforce and capitalize on the site's unique cultural significances and opportunities to provide a public resource.
b. Existing Buildings along Strand Street	
Icon	Urban Design Guidelines
	The three historic buildings, namely the Stone building, the Old Fire Station, and the two row houses, are of cultural significance and should be restored and renovated for the uses specified in the SDP.
	The existing stone staircase at the entrance of the row houses should be retained with a new pedestrian sidewalk extending around the bottom of it to improve the Strand Street pedestrian experience, while still preserving the historic significance of the staircase.
c. New Buildings along Strand Street	
Icon	Urban Design Guidelines
	Refer to the maximum ridge height, specified in sections 1-1, 2-2, 3-3, and elevations. This ridge height identifies the maximum building envelope in which the future new buildings will need to be contained in. The surrounding context and historic fabric have contributed to the determination of these heights as well as key informants from the Heritage practitioner. While also taking into account the importance of the quarry rock face being an important historic feature that needs to be framed and celebrated by the new buildings on the site.
	Provide glimpses of the quarry rock face from Strand Street. Future buildings abutting Strand Street should be designed in 'fragmented' forms (i.e. not one massed structure). There needs to be a degree of visual connection from Strand Street towards the quarry rock face. However, these visual connections could be achieved above the future buildings (i.e. views of the upper slopes and ridge of the rock face).
3. Edge Conditions and Interface	
a. New Buildings along Strand Street:	
Icon	Urban Design Guidelines
	Ensure passive surveillance, along the Strand Street edge to emphasize the principle of "safety through design."
	Specifically with regards to the Sports Clubhouse, this building façade should be designed sensitively, in a way that ensures minimal negative visual impact from Strand Street. The design should include the provision of a generous balcony overlooking Strand Street, in order to improve safety through passive surveillance. Functions within

	the Clubhouse which should be accommodated for are: change-rooms, ablutions, and tuck-shop area. In addition to a provision of the generous balcony, materials such as glass and large windows should be incorporated, in order for this part of the building to 'dematerialise' with the higher slopes of the quarry face.
	Extend the historic stone façade treatment from the adjacent row house staircase, along the plinth (first floor) of the new building (refer to image below). Include landscaping on the stone plinth, extending to the 'punctured opening' between the future cable car station and the food and spice market on the roof of the first floor. 
	The Linear market design should allow for maximum lighting consideration due to its south-western orientation. The columns should be spaced evening along the linear market and should include integrated landscaping. Seamless connection and thresholds into the adjacent building as well as onto the sports field should be carefully considered.
	The design of the market must include a variety of trading stalls, leading people along and into the new building where the food market, sports club house and cable-car entrances will be. Integrated seating should be designed to provide a smooth transition between the linear market and the sports field.
	Edge conditions for the Old Fire Station building, envisioned as a Memory Centre for  intangible & tangible heritage should include the following: » The building façade on Strand Street should become a secondary access into the site which connects the building with the busy external street, while still remaining a calm and reflective internal environment » The internal site entrance of the building should additionally encourage this semi-circle design for window and entrance façade connection (refer to the precedent images above). (Refer the recommended design details outlined in the Intangible Heritage Design Brief by Design for Development, for the types of exhibitions envisioned in the space.)
b. New Metro-Police Building:	
Icon	Urban Design Guidelines

	While noting that there will be mandatory guidelines/standards as to the design of public police buildings, the New Metro-Police building design should seek to, as best as possible, provide integration between the buildings interface and its external surroundings. It should allow for an improved sense of external safety and passive surveillance around the site.
	The building should take into account the surrounding historic fabric and context, and not have a negative impact on the other site uses, but enable mutually beneficial relationships.
	The outdoor gym area for the Metro Police should be integrated into the design of the new building, and included on the rooftop
c. Outdoor Landscaped Parking 'Rooms' (along the north-eastern edge of Strand Street):	
Icon	Urban Design Guidelines
	Ensure the integration of effective landscaping and tree planting in order to create visually appealing 'landscaped outdoor rooms'. Refer to Site Development Plan for specification, as well as the Tree Survey provided by the Landscape Architect. Landscaped parking 'room' example:  Source: HeadWater Solutions, 2014
	An important aspect of this is ensure sufficient landscaping and new tree planting between existing De Waterkant residences and the outdoor parking area, including the provision of a service access for residents to safely access their pedestrian entrances.
	Where there is a notable level change in gradient, terracing of the parking 'rooms' is encouraged.
d. Existing and New Tree Planting	
	Refer to Site Development Plan for specification of tree removal and new tree planting. This is based on the Tree Survey provided by the Landscape Architect. Secure boundary, fence precedent. (Source: The Fence Shop, 2024)



4.5.	Indicate how access to the proposed site(s) will be obtained for all alternatives.																				
The site will be accessed from Strand Street and Hudson Street, with the following access points: » Two new parking accesses on Strand Street to new parking area northeast of Strand St. » One new parking access on Strand Street to south of Strand St. » Existing vehicular access to Metro Police via Hudson Street, upgraded to allow pedestrian access via a new plaza space.																					
4.6.	SG Digit code(s) of the proposed site(s) for all alternatives:	C	0	1	6	0	0	7	0	0	0	0	0	0	3	6	7	0	0	0	0
		C	0	1	6	0	0	7	0	0	0	0	0	0	6	1	7	0	0	0	0
4.7.	Coordinates of the proposed site(s) for all alternatives:																				
	Latitude (S)								18°				24'				55.19"				
	Longitude (E)								33°				55'				02.06"				

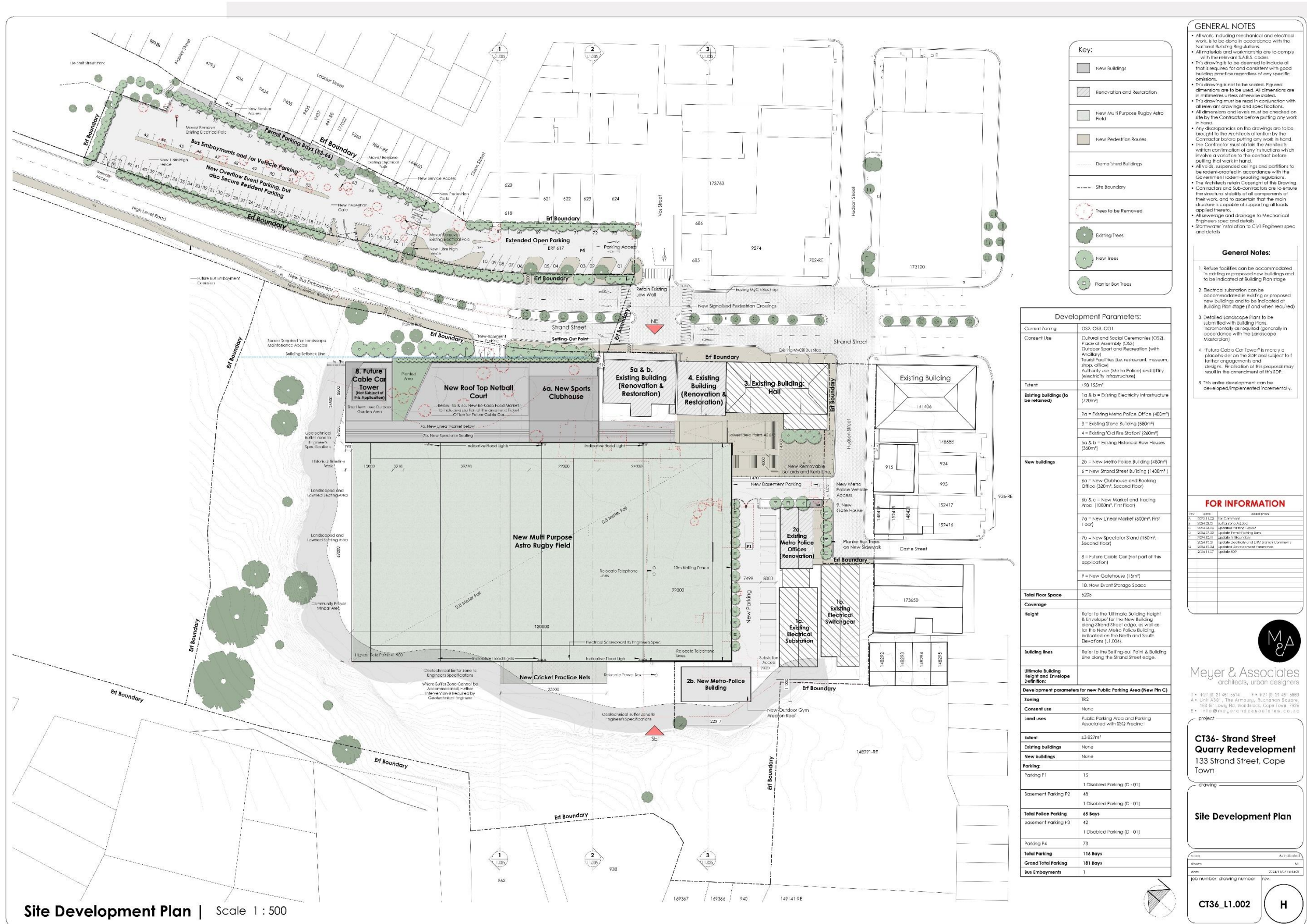
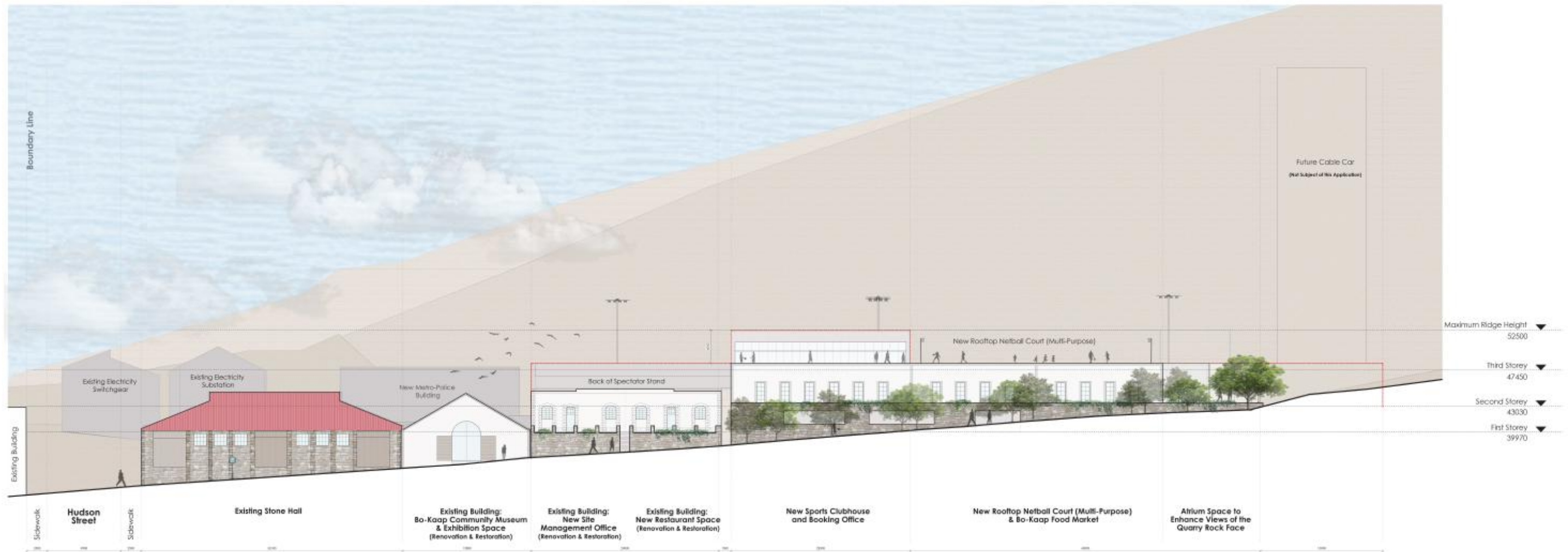


Figure 30: Proposed Site Development Plan (Preferred alternative).



Figure 31: Proposed Parking Layout (Meyer & Assoc. 2024)



STRAND STREET ELEVATION

Figure 32: Proposed Strand Street elevation (Meyer & Assoc. 2024)

Site plan of the proposed new sports and recreation facility. The plan shows a large rectangular site with various zones. On the left, there is a parking area (17 spaces) and a landscaped area with trees. The central part of the site contains a new sports clubhouse, a new food market, and new parking. To the right of the market is a new multi-purpose sports field. Further right is a new cricket practice field. The site is bounded by a road on the left and a boundary line on the right. Dimensions are provided for various sections: 16000, 3500, 8600, 3100, 8500, 4300, 20300, 6700, 99000, and 7000. Elevation markers on the right indicate the maximum ridge height (52500), third storey (47450), second storey (43000), and first storey (39970).

The site plan illustrates the proposed development at 1000-1005 Strand Street. Key features include:

- Proposed Buildings:**
 - New Metro Police Building (approx. 1000-1002 Strand Street)
 - New Multi-Purpose Arts & Rugby Field (approx. 1003-1004 Strand Street)
 - New Police Basement Parking (approx. 1004-1005 Strand Street)
 - Bo-Kopp Community Museum & Exhibition Space (Renovation and Restoration) (approx. 1006-1007 Strand Street)
- Infrastructure and Landscaping:**
 - New Hauling Fence and Indicative Flood Lights along the northern boundary.
 - New Ramp up to Linear Market (approx. 1005 Strand Street).
 - Existing Palm Trees and other landscaping near the Bo-Kopp building.
- Context and Boundaries:**
 - Future Cable Car Tower (Not Subject of this Application) located north of the site.
 - ET Boundary (Eastern Townships) to the north and east.
 - Strand Street running east-west through the site.
 - Adjacent Existing Electricity Buildings to the west.
- Dimensions and Scale:**
 - Overall site width: 57.80m to ET Boundary.
 - Building widths: 8000, 1740, 4900, 7900, 1410, 14950, 3000, 7081, 3000, 7183, 5108.
 - Height markers: 3000, 4000, 5000, 6000, 7000, 8000, 9000, 10000.

ISSUE FOR COMMENT

[illegible]

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Figure 34: 3D Perspective showing Strand Street quarry Draft Vision concept, aerial view over Strand Street, Meyer & Associates 2023.

URBAN DESIGN GUIDELINES NORTHERN STRAND STREET PARKING AREA



PEDESTRIAN & PUBLIC REALM IMPROVEMENT GUIDELINES

Strand Street / High Level Road Edge:

- New tree planting along both sides of the Strand Street road edge to form a boulevard, further emphasizing the important green connection between the City and the beginning slopes of Signal Hill.
- Ensure the provision of sidewalks (pedestrian infrastructure):
 - Northern edge: 3m wide sidewalk (including tree planting)
 - Southern edge: 2.5m wide sidewalk; tree planting along the edge of the new building.
- Human-scale lighting (maximum height of 2.5m) should be regularly provided for along the sidewalks, approximately in intervals of 10m.

Existing and New Tree Planting:

- Refer to L1-002 Site Development Plan for specification of tree removal and new tree planting. This is based on the Tree Survey provided by the Landscape Architect.



Landscaped sidewalk boulevard example.
(Source: Seattle Central College)



Human-scale pedestrian street lighting example.

EDGE CONDITIONS & INTERFACE GUIDELINES

Outdoor Landscaped Parking 'Rooms' (Northern Strand Street parking area):

- Ensure the integration of effective landscaping and tree planting in order to create visually appealing 'landscaped outdoor rooms'. Refer to L1-002 Site Development Plan, and the Landscape Plan for specification, as well as the Tree Survey provided by the Landscape Architect.
- An important aspect of this is ensure sufficient landscaping and new tree planting between existing De Waterkant residences and the outdoor parking area, including the provision of a service access for residents to safely access their pedestrian entrances.
- Ensure that secure boundaries, i.e. fencing (portion of the northern Strand Street parking room) maintains ecological connection and remains visually permeable, see precedent image alongside.



Landscaped parking 'room' example.
(Source: Headwater Solutions, 2016)

Existing and New Tree Planting:

- Refer to L1-002 Site Development Plan for specification of tree removal and new tree planting. This is based on the Tree Survey provided by the Landscape Architect.



Secure boundary, fence precedent.
(Source: The Fence Shop, 2024)

Figure 36: Proposed urban design guidelines (Meyer & Assoc. 2024)



Fig. 1 Rendered landscape masterplan indicating focal landscaped areas (refer to drawing landscape masterplan 124.22-3.02)

LANDSCAPE MASTERPLAN

Figure 37: Proposed landscape masterplan (Terra+, 2024). Note: Refer to SDP for parking details.

TERRA+
landscape architects

SECTION C: LEGISLATION/POLICIES AND/OR GUIDELINES/ PROTOCOLS

1. Exemption applied for in terms of the NEMA and the NEMA EIA Regulations

Has exemption been applied for in terms of the NEMA and the NEMA EIA Regulations. If yes, include a copy of the exemption notice in Appendix E18.	YES	NO
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2. Is the following legislation applicable to the proposed activity or development.

The National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) ("ICMA"). If yes, attach a copy of the comment from the relevant competent authority as Appendix E4 and the pre-approval for the reclamation of land as Appendix E19.	YES	NO
The National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA"). If yes, attach a copy of the comment from Heritage Western Cape as Appendix E1.	YES	NO
The National Water Act, 1998 (Act No. 36 of 1998) ("NWA"). If yes, attach a copy of the comment from the DWS as Appendix E3.	YES	NO
The National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004) ("NEM:AQA"). If yes, attach a copy of the comment from the relevant authorities as Appendix E13.	YES	NO
The National Environmental Management Waste Act (Act No. 59 of 2008) ("NEM:WA")	YES	NO
The National Environmental Management Biodiversity Act, 2004 (Act No. 10 of 2004 ("NEMBA").	YES	NO
The National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003) ("NEMPAA").	YES	NO
The Conservation of Agricultural Resources Act, 1983 (Act No. 43 of 1983). If yes, attach comment from the relevant competent authority as Appendix E5.	YES	NO

3. Other legislation

List any other legislation that is applicable to the proposed activity or development.
Spatial Planning and Land Use Management Act No. 16 of 2013 The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) is a framework act for all spatial planning and land use management legislation in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making. Other objectives include addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments. The proposed redevelopment of the Strand Street Quarry must align with the SPLUMA principles: » The principle of Spatial Justice recognises the need to redress past spatial and other development imbalances through improved access to and use of land. » The principle of Spatial Sustainability recognises the requirement to promote land development in locations that are sustainable and limit urban sprawl. » The principle of Efficiency recognises the requirement for development to optimise the use of existing resources and infrastructure. Municipal by-laws By-laws of the City of Cape Town metropolitan municipality with direct relevance to the proposed development include: » Municipal Planning By-law, 2015, as amended, which regulates land use and zoning. The proposed Strand Street Quarry site has a split zoning including Community Zone 1: Local (CO1), Open Space 2: Public Open Space (OS2), Utility Zone (UT), and Transport Zone 2: Public Road and Public Parking (TR2). The portion of the site which is the focus of this project is the quarry floor and undeveloped land to the east of Strand Street, all on OS2 in terms of the City's Integrated Zoning Scheme, and a rezoning application is required. » Stormwater Management By-law, 2005, which regulates stormwater management in the City of Cape Town, and regulates activities which may have a detrimental effect on the development, operation or maintenance of the stormwater system.

Mining-related legislation:

The Strand Street Quarry was active until 1905, and stone (slate and shale) were mined here. According to the Mineral and Petroleum Resources Act (MPRDA) of 2002 mineral definition quarrying is now classified as a mining activity and if undertaken today would require a closure certificate. However, reference must instead be made to the mining legislation and the nature of mining rights applicable during the active period of the quarry (1660 – 1905). During most of this time, South Africa was under British rule, and subject to Roman-Dutch law. The Cape Colony had its own specific legislation on how to regulate minerals and petroleum resources.

The most important legislation applicable to mining in the Cape included:

- Sir John Cradock's Proclamation on Conversion of Loan Places to Quitrent Tenure, 6 August 1813 (which reads: "**Government reserves no other rights but those on mines of precious stones, gold, or silver,...: Other mines of iron, lead, copper, tin, coal, slate or limestone are to belong to the proprietor.**");
- The Mining Lease Act, 12, 1865; (**rent and royalties had to be paid by prospectors and miners, for mining on crown land. These regulations were not applicable to private land**)
- Precious Stones and Minerals Mining Act, 19, 1883; (**issuance of prospecting license to private land where the right to precious stones or minerals were reserved to the State, without the consent of the owner**)
- The Disposal of Crown Lands Act, 15, 1887; (**State given power to resume ownership of any land where the rights to precious minerals and stones had been reserved for mining purposes on payment of compensation**)
- Precious Stones and Minerals Mining Law Amendment Act, 44, 1887 (**issuance of a prospecting licence to private land where the right to precious stones or minerals was reserved to the State, without the consent of the owner**)
- Precious Minerals Act, 31, 1898 (**licenses required for state land & private land, in favour of precious stones, gold, silver, and platinum**)

The **Mineral Law Amendment Act 16 of 1907**, which was promulgated only two years after the quarry closure, was drafted to address problems arising from previous years, and recognise landowners' rights regarding precious minerals, and dredging. It provides definitions of the two categories of mining: precious minerals and base minerals. Quarry rock (slate) falls within the category of base minerals. Additionally, it outlines the conditions of a prospecting license. However, the Act does not mention or specify procedures for obtaining mine closure permission.

Only much more recent mining legislation (the MPRDA of 2002) established the need for a closure or remediation plan. A mining closure certificate is not applicable to the Strand Street Quarry, however, as it was not a legislative requirement when the quarry closed.

4. Policies

Explain which policies were considered and how the proposed activity or development complies and responds to these policies.

Western Cape Provincial Spatial Development Framework (2014)	The preservation and enhancement of heritage and cultural resources as a clear provincial mandate with indirect but strong links to its economic development. The framework envisages the use of heritage resources, such as the adaptive use of historic buildings, to enhance the character of an area, stimulate urban regeneration, encourage investment, and create tourism opportunities, while ensuring that interventions in these heritage contexts are
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	consistent with local building and landscape typologies, scale, massing, form and architectural idiom.
City of Cape Town Municipal Spatial Development Framework (2023)	The City of Cape Town's MSDF (2023) is a framework for long-term growth and development, and includes a spatial vision, policy parameters and development priorities to support Cape Town to achieve a reconfigured and inclusive spatial form and structure. The key focus of the MSDF is accelerating the implementation of inward growth focused spatially targeted programmes. The study area is situated within the Urban Inner Core zone, and Development Corridor, which highlights that it is prioritised for investment in spatially targeted interventions and mechanisms. The CBD is a key part of the City's Catalytic Land Development Programme, in particular, the Gateway Catalytic Precinct. In this precinct the City is exploring opportunities to unlock land with enhanced development rights as a means of leveraging greater private sector participation in development that addresses accessibility and contributes to inner-city affordable housing provision in the Cape Town CBD. Specific policies in the MSDF that underpin this project are categorised under Spatial Strategy 2: Manage Urban Growth, And Create A Balance Between Urban Development, Food Security & Environmental Protection, and Sub-Strategy 2.1: Enhance the city's unique assets, value of heritage resources, scenic routes and destination places. They include: » Policy 12: Provide for cultural and social practices and events to promote spatial justice and spatial integration. » Policy 13: Protect and enhance scenic route sightlines and places of scenic value, including destination places. » Policy 14: Provide efficient access to destination places where potential exists, especially in or near areas of high social need in support of economic inclusivity and spatial integration.
Table Bay District Plan SDF and EMF (2023)	In the Table Bay District SDF & EMF, the Strand Street Quarry site is designated as a <i>Structuring Open Space</i>, with the following guidelines for development: » Guideline: "4. Encourage investment in the adaptive reuse or restoration of historical sites, facilitate integration between the conservation and adaptive reuse of heritage buildings, and promote urban regeneration strategies. » Comment: The primary purpose of the re development of the Strand Street Quarry project is to promote urban regeneration. The integration between the conservation and adaptive reuse of heritage buildings on the site will be facilitated in the concept development. » Guideline: "6. Promote the retention and integration of heritage sites into a new development. (p. 39)" » Comment: All the heritage buildings on the site will be retained along Strand Street. » Guideline: "3. Improved pedestrian connections between significant heritage resources (such as Amsterdam battery, Prestwich memorial and the Strand Street Quarry) is supported. Both Hudson and Chiappini Streets should be further investigated to improve links and pedestrian connectivity". (p. 93)

	» Comment: Improved pedestrian connections between Hudson Street and Chiappini Streets reflected in the concept. » Guideline: "1. Restore the use of Strand Street quarry for sports and recreation for the Bo-Kaap community". (p.108) - Sport and recreation is one of the primary themes that informed the proposed development concept, in addition to culture, heritage and utilities uses on the site. " » Guideline 3. Consider sensitive urban infill development to support boundaries to the quarry sites and improve safety". (p. 130) - The activation of the edge of Strand Street Quarry with commercial and community land uses is necessary to enclose the sport field along Strand Street for safety reasons, achieve passive surveillance, reserve space for ancillary supporting economic, tourism facilities to unlock associated economic opportunities, provide ancillary facilities associated with the sport use of the site (ablutions, club houses etc.) » Guideline "14. Provide interpretive commemoration of working people and slaves living and working here is recommended." (p. 108) An Intangible Heritage study undertaken as part of this project proposes various interpretive commemoration initiatives of the oral history captured. » Guideline "7. No development or change of use will be permitted on the open land to the east of Strand Street." (p. 108) - No development will take place on the land to the east of Strand Street and no change in land use will take place. The land use will remain parking. The Strand Street Quarry is included in the urban edge. The built-up portion of the study area has been designated as a New Development Area, which in the District Plan includes underdeveloped and partially developed land for new infill and brownfield development of various types and densities, for residential as well as proposed non-residential uses. The aim is to intensify development on these sites, towards the goal of accommodating the projected future growth of the City.
Management of Urban Stormwater Impacts Policy (2009)	The City of Cape Town's 2009 Management of Urban Stormwater Impacts Policy informed the development of a Stormwater Management Plan for the site, with the following key objectives: improving the quality of stormwater runoff; controlling the quantity and rate of stormwater runoff; and encouraging natural groundwater recharge.
City of Cape Town's Environmental Strategy (2017)	The City's Environmental Strategy, 2017, applies to decision-making by the City of Cape Town and determines a set of 'desired outcomes' in relation to its vision to 'enhance, protect and manage Cape Town's natural and cultural resources for long term prosperity, in a way that optimises economic opportunities and promotes access and social well-being'. The proposed development will create job opportunities for local community members during the construction, and operational phase of the project. Furthermore, the social well-being of the local communities is prioritised through the development of sporting facilities.
Bo-Kaap Local Area Spatial Development	One of the main spatial ideas of the Bo-Kaap LSDF is utilising vacant, and underutilised land parcels to provide dignified living experiences and future

Framework (2023)	housing opportunities (2023). The Quarry is identified as one of the few active recreational sports fields that serve the Bo-Kaap community and should be maintained for these purposes. Complementary to this, the LSDF intends to leverage environmental opportunities that highlight a unique sense of place, whilst preserving its identity and culture. The Quarry sites are identified as opportunities for positive impact, and it is stated that the revitalisation of these sites will cater for the needs of the community and surrounds, while reducing opportunities for anti-social behaviour. The Strand Street Quarry is identified in the LSDF as having the potential to serve as a multi-functional community facility with the provision of mixed-use development along the edges. Development guidelines for the site priorities the protection of mountain interfaces, the activation of the edges of the quarry sites to provide passive surveillance onto recreational spaces, the creation of pedestrian links and emphasis on the public environment, a pedestrian focus, and protection of the views of the quarry rock faces. Applicable guidelines include: Guideline “3. Promote collaborative efforts to maintain & upgrade public open spaces (courtyards, parks, community gardens, etc.). (p. 22): Collaborative efforts in formulating the development concept included co design Focus Groups and one on one engagements with the following stakeholders: Safety & Security Department (current reservation/user on site) Recreation & Parks Department (current reservation/user on site) 3 Electricity & Energy Department (current reservation/user on site) Urban Mobility & RIM (future asset owner and management of parking area after construction) De Waterkant Civic Association (Loader Street residents will be afforded parking permits by Urban Mobility as indicated on SDP) Environment and Heritage Management Department (project management of the extended heritage brief for the intangible heritage and oral history component of this project) Key Bo-Kaap community organisations involved in Sport, Culture & Heritage and Economic Development & Tourism as identified in the Focus Group sessions during May 2023. Guideline “6. Support appropriate uses in the quarry precinct which would activate the site. (p. 22)” - The uses were informed by the needs of the Bo-Kaap and surrounding community including sport, recreation and associated economic opportunities. Guideline “3. Support live/work development, community & tourism facilities in the quarry sites to activate the space and create a form of passive surveillance onto these sites. (p. 22)” - The activation of the Strand Street Quarry is made possible with a multi-user concept, designed per theme i.e. sport, culture, heritage and City utilities. Previous attempts to use the site for a single use (sport field) failed. Guideline “8. Upgrade deteriorating public environments and promote active interfaces and passive surveillance.” (p. 22)” - Public realm improvements in Strand Street Road reserve and the public parking area indicated on the SDP
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	and Landscape plan, which includes safe pedestrian crossings of Strand Street, widening the space available for pedestrians along Strand Street, retention of certain trees identified in the tree survey and a well-designed public parking area to enable the optimal use of this multi-use facility. Guideline “1. Improve integration of Bo-Kaap with surrounding neighbourhoods through the enhancement of key pedestrian routes focused along the primary movement network”. (p. 23) - The re-development of the SSQ improves integration between the Bo-Kaap and De Waterkant. The associated public realm improvements in Hudson Street will enhance the key pedestrian routes between the Bo-Kaap, CBD and the V&A Waterfront/Battery Park as identified in the Gateway Masterplan in 2021 and also reflected in the Draft CBD Transition LSDF. Guideline 6 “Development should activate the edges along the quarry sites and provide passive surveillance onto potential recreational spaces”. (p. 32)” - The activation of the edge of Strand Street Quarry with commercial and community land uses is necessary to enclose the sport field along Strand Street for safety reasons, achieve passive surveillance, reserve space for ancillary supporting economic, tourism facilities to unlock associated economic opportunities, provide ancillary facilities associated with the sport use of the site (ablutions, club houses etc.). “The Strand Quarry has the potential to serve as a multi-functional community facility with the provision of mixed use development along the edges”. (p. 33) - The Strand Street Quarry re development proposal is consistent with the Bo-Kaap LSDF.
Table Mountain National Park: Park Management Plan (2015-2025)	The Table Mountain National Park (TMNP) Management Plan includes proposals for a Signal Hill – Kloof Nek – Tafelberg Road development node that proposed a possible mechanical people mover link from Strand Street Quarry to Signal Hill, with an onward shuttle service to the Lower Cable Car Station. SANParks undertook a technical feasibility and risk assessment study for these proposals. It was found that the Strand Street Quarry is easily accessible by foot and shuttles from the city centre but has parking and vehicular access limitations. While this policy is relevant to the proposed project, it should be noted that Remainder of 367 is listed on Schedule C in the 1998 'Heads of Agreement'.(HoA) The basis of this agreement is between SANParks and the City of Cape Town in respect to the allocation of local authority land for the purpose of establishing a National Park, Schedule C of the HoA provides local authority properties such as Rem. Erf 367, that need to be subdivided for conservation portions, to be included in the national park. However, no such formal subdivision of Rem. Erf 367 has occurred to date.
Veldfire Related Planning Guidelines (CCT 2004)	This study prepared for the City in 2004, focuses on how to deal with fire hazards at the interface between urban areas and nature areas. A significant portion of the urban area of Cape Town borders on or is situated in close proximity to expansive nature areas - of which Table Mountain National Park (TMNP) is the most conspicuous – which are prone to wildfires. The guidelines are mostly

	aimed at conventional urban development such as single residential houses that border on the TMNP and also do not address cases such as the Quarry sites, where the exceptional topography will have a significant impact on fire prevention measures. Nevertheless, there are aspects of guidelines that will be applicable to the redevelopment of the Strand Street Quarry site. The main concept for addressing fire hazards and reducing the risk of veldfires spreading to urban areas, is the introduction of an Asset Protection Zone at the interface between urban and nature areas. This zone consists of an outer protection zone, which borders on the fire hazard, where fuel loads should be actively reduced and an inner zone bordering on the urban area, where fuel loads should be minimised and where landscaping and development should consider fire hazards. Ideally a perimeter road, or at a minimum a narrower fire trail will run between the outer and inner protection zones. The width of the zones will vary according to conditions in-situ. It is evident that in the case of the Strand Street Quarry, the asset protection will most likely be situated above the quarry face at the proposed future boundary between the site and the TMNP. The delineation of this boundary should thus consider fire hazard and management requirements, such as access routes for fire fighters, the erodibility of the slope above the quarry and dealing with storm water drainage after a fire event. The latter should also be a consideration when preparing development proposals for the site.
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5. Guidelines

List the guidelines which have been considered relevant to the proposed activity or development and explain how they have influenced the development proposal.
The following authority guidelines have been considered in the preparation of this BAR. » DEA&DP Guideline on Public Participation (2013), and Department of Environmental Affairs Public Participation guideline in terms of NEMA EIA Regulations (2017) These guidelines were considered in the determination of appropriate public participation strategies. All public participation requirements as stipulated in the EIA Regulations will be met, with a focus on effective engagement. » DEA&DP Guideline on Alternatives (2013), and DEA Guideline on Alternatives (2014) The provisions of the Guidelines were implemented in the Basic Assessment, through the identification and assessment of feasible and reasonable alternatives to the proposed activity, with a focus on impact minimisation. » DEA&DP Guidelines on Need and Desirability, 2017 The guidelines on need and desirability, insofar as they remain applicable under the 2017 EIA Regulations, have been adhered to. See Section E and Appendix K of this report.

6. Protocols

Explain how the proposed activity or development complies with the requirements of the protocols referred to in the NOI and/or application form

The Procedures for the Assessment and Minimum Report Content Requirements for Environmental Themes (GN 320 of 2020) ('the Protocols') came into effect on 9 May 2020 and 30 October 2020. These protocols mandate site sensitivity verifications for identified Themes on the site based on the National Environmental Screening Tool. The Screening Tool Report, generated in August 2024, assigns sensitivities to the subject site as follows:

- **Agriculture** Theme (**Medium** Sensitivity)
- **Animal Species** Theme (**Medium** Sensitivity)
- **Aquatic Biodiversity** Theme (**Low** Sensitivity)
- **Archaeological and Cultural Heritage** Theme (**Very High** Sensitivity)
- **Civil Aviation** Theme (**Medium** Sensitivity)
- **Defence** Theme (**Very High** Sensitivity)
- **Palaeontology** Theme (**Low** Sensitivity)
- **Plant Species** Theme (**Medium** Sensitivity)
- **Terrestrial Biodiversity** Theme (**Very High** Sensitivity)

Additional assessments or verifications identified by the screening tool comprised:

- Landscape and visual impact assessment.
- Socio-economic assessment

In terms of the Protocols, the themes above require a site sensitivity verification followed by specialist assessments of confirmed sensitivities, where applicable. The table below provides an overview of the site sensitivity as verified by the Environmental Assessment Practitioner and confirms the assessment(s) which have been undertaken. See Appendix I2: Site Sensitivity Verification Report for further detail.

Themes/assessments	Site Sensitivity Verification	Outcome
Agricultural Theme The site is mapped as Medium sensitivity due to a moderate land capability in terms of the National Land Capability dataset that considers soil type and climate.	The site has not been historically utilised for agricultural purposes, and all topsoil was removed during quarrying activities over nearly three centuries. The likelihood that the proposed development will negatively impact the agricultural potential is negligible, and the site is assessed by the EAP as having no agricultural sensitivity.	A specialist study is not required.
Animal species theme is mapped as Medium sensitivity due to its location within the mapped distribution of IUCN red listed species.	The two invertebrate species identified in the screening tool report are Peringuey's meadow katydid (<i>Conocephalus peringueyi</i>) and bladder grasshopper (<i>Bullacris obliqua</i>). The quarry site does not provide suitable habitat for either species, given its long history of quarrying activities and complete transformation of the habitat.	A specialist study is not required.

	The site is assessed by the EAP as having no animal species sensitivity.	
Aquatic Biodiversity Theme is mapped as Low sensitivity.	The nearest watercourse is located about 700 metres north-east of the project site. No watercourses or wetlands occur within the quarry. The site is assessed by the EAP as having no aquatic biodiversity sensitivity and a study is not required.	A specialist study is not required.
Archaeological and Cultural Heritage Theme is mapped as Very high sensitivity because it is located: • Within 150m of a Grade IIIa Heritage site • Within 100m of a Grade IIIb Heritage site • Within 5km of a Grade I Heritage site • Within 2km of a Grade II Heritage site • Within 100m of an Ungraded Heritage site	The quarry itself forms part of a declared National Heritage Site (i.e. Grade 1) as are the adjacent Prayer and Wash House Quarries. Other significant buildings within and adjacent to the site are: • The Jami'a Masjid on Hudson Street, declared as a National Heritage Site (i.e. Grade I) • The Old Electricity Depot, a large slate building on Strand Street dating to the early 20th century when it was constructed as an asphalt works / warehouse; now used by the metro police (Grade 3A) • The Old City Fire Station on Strand Street, more recently used as storage including by the "Klopse" or minstrels (Grade 3A) • Two single-storey semi-detached houses on Strand Street adjacent to the quarry (Grade 3A) • Terraced housing along Castle Street (Grade 3A) • Terraced housing along Chiappini Street (Grade 3B) All buildings and structures are protected under section 34 of the Act when they reach 60 years of age, and alterations or demolitions require permission from the heritage resources authority. The verified sensitivity of the site is consistent with the mapping of the screening tool report.	Archaeological and cultural Heritage specialist studies have been conducted, along with a living heritage study and visual impact assessment. Refer to Appendix G for copies of specialist reports prepared by Bridget O'Donoghue, David Halkett, David Gibbs, and Dr Josette Cole.
Civil Aviation theme	The site is mapped as Medium sensitivity for being between 15km and 35km of a civil aviation radar and within 15km and 35km from a major civil aviation	A specialist study is not required.

	aerodrome. This appears to be based on the proximity to radar installations and the Cape Town International Airport and does not take account of spatial heterogeneity and other existing developments. The Site Sensitivity Verification disputes the screening tool sensitivity rating, and confirms that the site, in the context of the proposed development, has a low sensitivity rating, for the following reasons: » The sports field, and buildings, will be of heights that do not obscure the quarry face » The proposed development does not comprise structures with characteristics that may affect radar systems. » No obstacle to aviation is proposed, and the structure height does not exceed the thresholds set out in the Civil Aviation Regulations and Technical Standards. » The site will not pose threats on any air traffic or navigation site(s). The proposed development is consistent with the description of a low sensitivity rating, in that "No negative impacts on the civil aviation installation are expected".	
Defence Theme	The proposed site is mapped as Very High sensitivity due to proximity to a Military and Defence Site. The screening tool does not provide metadata indicating the reason for the classification under the defence theme. No formal guidance is available on the means of determining a site's sensitivity in terms of the Defence Theme. The proposed development does not comprise structures of excessive height or having other characteristics that may affect radar systems. The proposed development is consistent with the description of a low sensitivity rating and	A specialist study is not required.

	not high sensitivity, in that "No negative impacts on the defence installation are expected".	
Palaeontology theme	The palaeontology theme is rated as Low. The findings of the screening tool are verified. No impacts on palaeontology are expected.	No specialist study is required for this theme.
Plant Species theme	The site is mapped as having Medium sensitivity. The vegetation on site as verified by the EAP during various site surveys has very low species diversity constitutes predominantly common grass species, having presumably been backfilled and levelled after falling out of use as a quarry. Above the quarry face a higher diversity of species is expected, albeit impacted by urban edge effects and too-frequent fires. No activities are proposed in this area, and the proposed project footprint is assessed by the EAP as having no sensitivity for the plant species theme.	No specialist study is required for this theme.
Terrestrial Biodiversity Theme	The site is mapped as Very High sensitivity due to it being within: • Critical Biodiversity Area 1 (CBA1) • Protected Areas Expansion Strategy: SANParks • Critically endangered ecosystem • Cape Floral Region Protected Areas Although historically the slopes would have supported Peninsula Shale Renosterveld (now Critically Endangered) no trace of this vegetation type is visible in the quarry. Should any remnants of the underlying shale renosterveld remain on the upper slopes, these will not be impacted by the proposed redevelopment of the quarry itself. Wildfire is a common occurrence along the urban edge on Signal Hill, and too-frequent fires have converted the shrub-rich renosterveld to a lower diversity grassland. The proposed project site is largely vegetated by common grasses and exotic tree species including <i>Ficus</i> sp., <i>Phoenix canariensis</i>, and	No terrestrial biodiversity assessment is required.

	<i>Eucalyptus</i> sp. The project site lies more than 500m from the SANParks boundary. No sensitive terrestrial biodiversity occurs on the site, and the proposed project footprint is assessed by the EAP as having no sensitivity for this theme.	
Additional specialist study from Screening Tool: Landscape and Visual Assessment	A Visual Impact Assessment was conducted by David Gibbs, as part of the HIA. A Landscape Framework Plan was prepared by Terra Plus Landscape Architects. This was additionally informed by the analysis of the site and developing comprehensive landscape and urban design guidelines and indicators for the site.	A Visual Impact Assessment was undertaken and a Landscape Master Plan was prepared.
Additional specialist study from Screening Tool: Socio-economic Assessment	The proposed redevelopment will address socio-economic issues such as: • a lack of opportunities for people to operate small-scale enterprises, • displacement of residents due to financial pressures and gentrification effects, drug-trafficking, gangsterism, and homelessness, a lack of venues for community bodies, training & empowerment programmes • pressure on cultural heritage, including intangible heritage resources. • During the construction phase, the proposed activity will contribute to job creation with some employment opportunities accruing to locals. A full socio-economic assessment is not required as the need and desirability considerations required as part of the Basic Assessment Report are sufficient to address the socio-economic impact of the proposed development.	The socioeconomic aspects are dealt with in the BAR and a specialist study is not required.

SECTION D: APPLICABLE LISTED ACTIVITIES

List the applicable activities in terms of the NEMA EIA Regulations

Activity No(s):	Provide the relevant Basic Assessment Activity(ies) as set out in Listing Notice 1	Describe the portion of the proposed development to which the applicable listed activity relates.
26	Residential, retail, recreational, tourism, commercial or institutional developments of 1 000 square metres or more, on land previously used for mining or heavy industrial purposes; excluding — (i) where such land has been remediated in terms of part 8 of the National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008) in which case the National Environmental Management: Waste Act, 2008 applies; or (ii) where an environmental authorisation has been obtained for the decommissioning of such a mine or industry in terms of this Notice or any previous NEMA notice; or (iii) where a closure certificate has been issued in terms of section 43 of the Mineral and Petroleum Resources Development Act, 2002 (Act No. 28 of 2002) for such land.	The proposed activity involves the development of a mixed-use recreational, commercial, and tourism facility on a quarry site, historically used for mining and never formally remediated, closed, or decommissioned under current legislation.
Activity No(s):	Provide the relevant Basic Assessment Activity(ies) as set out in Listing Notice 3	Describe the portion of the proposed development to which the applicable listed activity relates.
15	The transformation of land bigger than 1000 square metres in size, to residential, retail, commercial, industrial or institutional use, where, such land was zoned open space, conservation or had an equivalent zoning, on or after 02 August 2010. f. Western Cape i. Outside urban areas, or ii. Inside urban areas: (aa) Areas zoned for conservation use or equivalent zoning, on or after 02 August 2010; (bb) A protected area identified in terms of NEMPAA, excluding conservancies; or (cc) Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act as adopted by the competent authority.	The proposed activity includes the transformation of land zoned as open space for institutional and commercial purposes.

Note:

- The listed activities specified above must reconcile with activities applied for in the application form. The onus is on the Applicant to ensure that all applicable listed activities are included in the application. If a specific listed activity is not included in an Environmental Authorisation, a new application for Environmental Authorisation will have to be submitted.
- Where additional listed activities have been identified, that have not been included in the application form, and amended application form must be submitted to the competent authority.

List the applicable waste management listed activities in terms of the NEM:WA

Activity No(s):	Provide the relevant Basic Assessment Activity(ies) as set out in Category A	Describe the portion of the proposed development to which the applicable listed activity relates.
None	None	

List the applicable listed activities in terms of the NEM:AQA

Activity No(s):	Provide the relevant Listed Activity(ies)	Describe the portion of the proposed development to which the applicable listed activity relates.
None	None	

SECTION E: PLANNING CONTEXT AND NEED AND DESIRABILITY

1.	Provide a description of the preferred alternative.
The City of Cape Town proposes to redevelop the Strand Street Quarry site into a multi-use facility focused on sports, economic, tourism, and heritage uses (see Figure 30 on page 64). A conceptual site development plan was prepared for the site in 2023, through a consultative and iterative process involving community stakeholders and technical inputs. It includes the following land uses: Sports facilities: The sports focus aims to address the lack of community sports centres in the area and revitalise underutilised public open space. The sports facilities proposed on the quarry site would include: » a multi-use sports field and other facilities, with the main field sized to accommodate various sporting codes including rugby (as a training field) and soccer; as well as netball and handball courts and cricket practice nets; and » other sports related infrastructure including a facilities management office, spectator stands, space for tuck shops, and ablutions. Economic and tourism facilities: The facilities proposed for economic and tourism generation include: » a new restaurant space located within an existing row house along Strand Street; » a linear market and trade space along the length of the sports field; » a food and spice market; and » spatial provision for a future potential cable car station connecting the quarry with Signal Hill (the development of which is not included in this application and is subject to feasibility and other future processes). Community and social facilities on the proposed redevelopment site will consist of: » a museum and exhibition space in the historic Old Fire Station building for cultural and historical purposes; » a rooftop garden and contemplation space;	

- » a contemplation and prayer space at the base of the quarry face (centred around the existing minbar structure); and
- » a historical timeline walk along the quarry face with interpretative signage.

Utilities and safety interventions: Proposed utilities and safety interventions on the site include:

- » provision for use of the main sport field for parade and other outdoor purposes;
- » an existing electrical substation and switchgear;
- » the existing Metro-Police office building located near the Hudson Street entrance;
- » a new vehicle access and gatehouse; and
- » a new Metro-Police and Law Enforcement 'back of house operations' building located at the western edge of the site; and
- » under-field parking and storage for the Metro Police.

Public realm upgrades and improved pedestrian infrastructure will include:

- » a new public 'plaza square' forecourt providing access from Hudson Street to the site;
- » new pedestrian walkways around the existing Jami'a Masjid, along Chappini and Hudson streets and along Strand Street;
- » a new pedestrian crossing over Vos Street;
- » a new signalised pedestrian crossing over Strand Street;
- » public realm installations with a heritage and cultural focus, including archways, murals, wayfinding signage, and interpretive signage;
- » hard and soft landscaping including wayfinding signage, appropriate pedestrian-oriented surface treatments along Hudson Street, and a portion of Castle Street, including pedestrian crossings and traffic calming measures across the busy Strand Street;
- » planting of new tree boulevards along Strand Street and to frame the entrance at Hudson Street;
- » new trees along the vehicle access-way leading to the new Metro Police building, and the parking area across Strand Street; and a
- » potential extension of the road median and median break within Strand Street, alongside new tree plantings.

Vehicle Parking and bus embayments: The proposed estimated vehicle parking provision on the redevelopment site includes:

- » Expanded parking areas on the eastern side of Strand Street comprising approximately 73 vehicle bays, replacing the current +/- 20 bays in the existing informal parking;
- » Parking south of Strand Street in a semi-basement accommodating 43 bays under a new building, accessed from the new Strand Street Quarry access; and
- » Dedicated Metro-Police parking comprising 16 outside bays and 46 basement parking bays under a portion of the sports field.

Supporting and utilities infrastructure, including:

- » Minor geometric changes to the Strand Street roadway, including extension of two lane section and changes to the westbound carriageway road width to create a widened sidewalk on the south side;
- » A 3.0m wide sidewalk on the northern side of Strand Street and 2.5m on the southern side;
- » Two stormwater connections for the new parking area on the northern side of Strand Street;
- » Onsite stormwater infrastructure, including a dual-purpose detention facility combined with the sports field and conventional stormwater infrastructure including catchpits and pipelines on the remainder of the site;

- » A new potable water connection off Hudson Street; and
- » Onsite sewer infrastructure.

Geotechnical interventions to reduce the risk of rockfalls on the exposed quarry faces, including (subject to detailed design):

- » Rockface stabilisation with draped wire mesh over most of the northern and western rockfaces; and
- » Rockfall barriers in the central part of the western rockface, comprising berms, low walls, or catch fences.

2. Explain how the proposed development is in line with the existing land use rights of the property as you have indicated in the NOI and application form? Include the proof of the existing land use rights granted in Appendix E21.

The site comprises a portion of the remainder of Erf 367, Erf 617 and a portion of unregistered state land. Re/367 and Erf 617 are in City ownership and the state land vests with the City.

The Strand Street Quarry as well as the municipal buildings south of the old quarry, are located on Re/367 Cape Town, which is registered in Title Deed G66/1929, and measures ± 11.98 ha in extent. Erf 367 was originally a portion of the commonage of Cape Town, known as Section 5 and was transferred as a Crown Grant from the Union of South Africa to the Council of the City of Cape Town in June 1929. It originally measured ± 12.7 ha but has seen several deductions over the years.

The portion of the site on which the Strand Street Quarry and municipal buildings are located, measures ± 1.25 ha in extent. The bulk of the remainder of the RE/367, which includes Signal Hill and the Lion Battery, managed by SANParks through a Schedule C, 1998, Heads of Agreement (HoA). This agreement is between SANParks and the City of Cape Town and enables local authority properties such as RE/367 to be subdivided for conservation purposes, and to be included in the national park. To date, no formal subdivision of RE/367 has occurred.

The study area also includes a portion of Strand Street, immediately adjacent to the site and Hudson Street, a public road, which links the site with Somerset Road.

Due to the large extent of Re/367, the property has several split zonings:

- » Community Zone 1: Local (CO1)
- » Open Space 2: Public Open Space (OS2)
- » Utility Zone (UT)
- » Transport Zone 2: Public Road and Public Parking (TR2)

A rezoning application will be undertaken to provide for appropriate zonings on the affected parts of the site. It is also proposed that a subdivision be applied for to regularise the boundaries of the site and the remainder of the property.

The site lies within a Heritage Protection Overlay Zones (HPOZ) in terms of the City's Development Management Scheme (2015) (as amended) (DMS) and includes a section of the High-Level Road Scenic Drive Overlay Zone.

3. Explain how potential conflict with respect to existing approvals for the proposed site (as indicated in the NOI/and or application form) and the proposed development have been resolved.

No potential conflict has been identified, but a rezoning and subdivision application will be required to permit the proposed uses under the City of Cape Town's Development Management Scheme.

Permissions in terms of the National Heritage Resources Act will be required from Heritage Western Cape as well as the South African Heritage Resources Authority (SAHRA).

4.	Explain how the proposed development will be in line with the following?
4.1	The Provincial Spatial Development Framework.
The Western Cape Provincial Spatial Development Framework (2014) identifies the preservation and enhancement of heritage and cultural resources as a clear provincial mandate with indirect but strong links to its economic development. The framework envisages the use of heritage resources, such as the adaptive use of historic buildings, to enhance the character of an area, stimulate urban regeneration, encourage investment and create tourism opportunities, while ensuring that interventions in these heritage contexts are consistent with local building and landscape typologies, scale, massing, form and architectural idiom. Furthermore, the framework seeks to capitalise on unique provincial heritage assets while creating connections between economic and social opportunities to promote spatial and socio-economic integration. The proposed development aligns with the Provincial SDF in its focus on the preservation and enhancement of heritage resources and proposals for localised socio-economic development. The development of a sports facility addresses the social needs relating to the lack of sports and recreational facilities in the Bo-Kaap area. The development also offers opportunities for increased tourism activities around the quarry and employment.	
4.2	The Integrated Development Plan of the local municipality.
The City of Cape Town five-year Integrated Development Plan (IDP, 2022-2027) contains various implementation plans to be initiated within a five-year period. It identifies catalytic precincts where the City will invest in effective precinct development and management in economic centres of significance. Particular focus areas include the Foreshore in central Cape Town, which was the subject of a forward planning approach. The IDP notes that 'the emphasis now will be on project preparation and execution'. The Strand Street Quarry project is one such project emanating from the catalytic land development programme. Priority objectives in the IDP include (1) economic growth and (11) quality and safe parks and recreation facilities as well as (15) a more spatially integrated and inclusive city. Employment and other economic opportunities are likely to arise from the proposed redevelopment, including both temporary (construction-related) and long-term opportunities. The redeveloped quarry is envisioned as a tourist destination, which will stimulate economic benefits for local communities. Objective 11 is concerned with quality safe parks and recreational facilities. The objective states that the city will "design and manage quality public spaces and facilities, where communities can gather, collaborate, and relax in a safe and welcoming place". The proposed redevelopment of the Strand Street Quarry will serve as a public space that the surrounding communities can utilise for sports and recreation. In addition, the redevelopment of the Strand Street Quarry will provide improved security around the site, making it a safe space for the local community. The IDP notes that sports grounds are a municipal responsibility, and states (policy 6.2.A.) that the City will invest in high quality and well-maintained parks, libraries and sports facilities – recognising their role as important platforms of community engagement and development as well as safe spaces for recreation.	

4.3	The Spatial Development Framework of the local municipality.
	The City of Cape Town MSDF (2023-2028) is a framework for long-term growth and development, and includes a spatial vision, policy parameters and development priorities to support Cape Town to achieve a reconfigured and inclusive spatial form and structure. Through the Community Services and Health Infrastructure Plan under the MSDF, strategic guidance for decision-making, planning, and programme and project development in respect of Community Facilities and Health Infrastructure, is provided. Policy 2 of the framework seeks to ensure that urban development contributes to the safety, health and wellbeing for all city inhabitants. Policy 2.3 encourages the design and implementation of multi-functional use of social facilities, places for cultural practices, recreational spaces and public institutions, and ensure adequate and equitable distribution of these. The proposed development meets the aims of Policy 2 and 2.3 of the MSDF as it involves the establishment of a sports facility and other recreational amenities. Other policies of relevance, and aligned with the proposals for the site, include: » Policy 12: Provide for cultural and social practices and events to promote spatial justice and spatial integration. » Policy 13: Protect and enhance scenic route sightlines and places of scenic value, including destination places. » Policy 14: Provide efficient access to destination places where potential exists, especially in or near areas of high social need in support of economic inclusivity and spatial integration.
4.4	The Environmental Management Framework applicable to the area.
	The proposed site falls within the Table Bay District for which a Spatial Development Framework and draft Environmental Management Framework were adopted by the City of Cape Town in February 2023. The EMF has not been adopted in terms of NEMA. The framework aims to ensure that the district is an inclusive destination that provides more homes and opportunities to people. Development in this district should be innovative, accessible, and offer a variety of economic opportunities, and benefits of which spread across the City. Moreover, it prioritises character areas, green spaces, and ensuring that cultural practices are celebrated. In the Table Bay District, the Strand Street Quarry is designated as a Structuring Open Space. The framework identifies that redevelopment opportunities are substantial in the district, with a large amount of underutilised existing building stock presenting opportunities for conversion. Infill developments and redevelopments will need to consider access to high quality public open spaces and public facilities. As a general principle, brownfields developments are more desirable than greenfield developments. The Framework further states that development can be guided to maximise the urban quality through urban design and considered conservation of natural assets, open spaces and heritage resources. The Table Bay District has established Environmental Management Impact Zones (EIM) and Spatial Planning Categories (SPC) bent on guiding and informing planning and decisions regarding activities that require environmental authorisation and planning approval within these areas. Environmental Management Zones and SPCs specify the inherent land use suitability of the city's environmental, cultural, and urban landscapes for development. In addition, the Green Infrastructure Network (GINet), derived through the mapping of green and blue open spaces (public and private) based on ecosystem service provision of these spaces,

highlights assets or attributes of a site that require consideration during a development process, with a view to retaining those services or assets, and where opportunity or potential exists, to enhance them through the development process. The areas identified as part of the GINet, contribute to ecological, social, and infrastructural services, such as habitat and connectivity, recreation, cultural or spiritual practices. Table 1 below shows Development guidelines for management of environmental resources in relation to Environmental Management Zones with a particular focus on biodiversity and structuring open spaces.

Table 5: Development guidelines for management of environmental resources

SPC	DISTRICT FEATURES	GUIDELINES AND MANAGEMENT PRIORITIES
	CONSERVATION AND BIODIVERSITY PRIORITY ZONE	
Biodiversity and structuring open spaces	Structuring Open Spaces: Public Parks, connecting open space, Sports fields and includes institutional open spaces	With regards to development, a Structuring Open Space must ensure: 1. Development adjacent to open spaces, or which rationalises these spaces, should be orientated towards the open space to encourage the use and passive surveillance of these areas. Design which compromises this condition (e.g. excessive blank walls and backing of development onto these spaces) should be discouraged. 2. Appropriate high or medium density development along open space interfaces could be considered to improve passive surveillance. 3. Safety and security should be considered in the upgrading, landscaping or development of open spaces. 4. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space. 5. Where feasible, opportunities for low impact sustainable use of open spaces, by local communities should be considered

The image below is an extract from the Table Bay District draft EMF with the red star showing the location of the proposed Strand Street quarry redevelopment.

The Strand Street Quarry is included in the urban edge, whereas the open land to the north of Strand Street falls outside the urban edge.

The built-up portion of the study area has been designated as a New Development Area, which in the District Plan includes underdeveloped and partially developed land for new infill and brownfield development of various types and densities, for residential as well as proposed non-residential uses. The aim is to intensify development on these sites, towards the goal of accommodating the projected future growth of the City.

The proposed development aligns with the Environmental Management Framework in that:

- The development is a brownfield development involving the intensification and adaptive reuse of a transformed and underutilised site.
- The heritage landscape on the quarry site will be enhanced by the proposed redevelopment.
- The proposed land use is in line with the Environmental Management Zones and spatial planning categories, namely Urban Inner Core / New Development Area for the site
- The proposal meets the aim of the Green Infrastructure Network through proposed enhanced amenity use of the quarry site, facilitation of recreational activities, and celebration of the culture and heritage associated with the site.

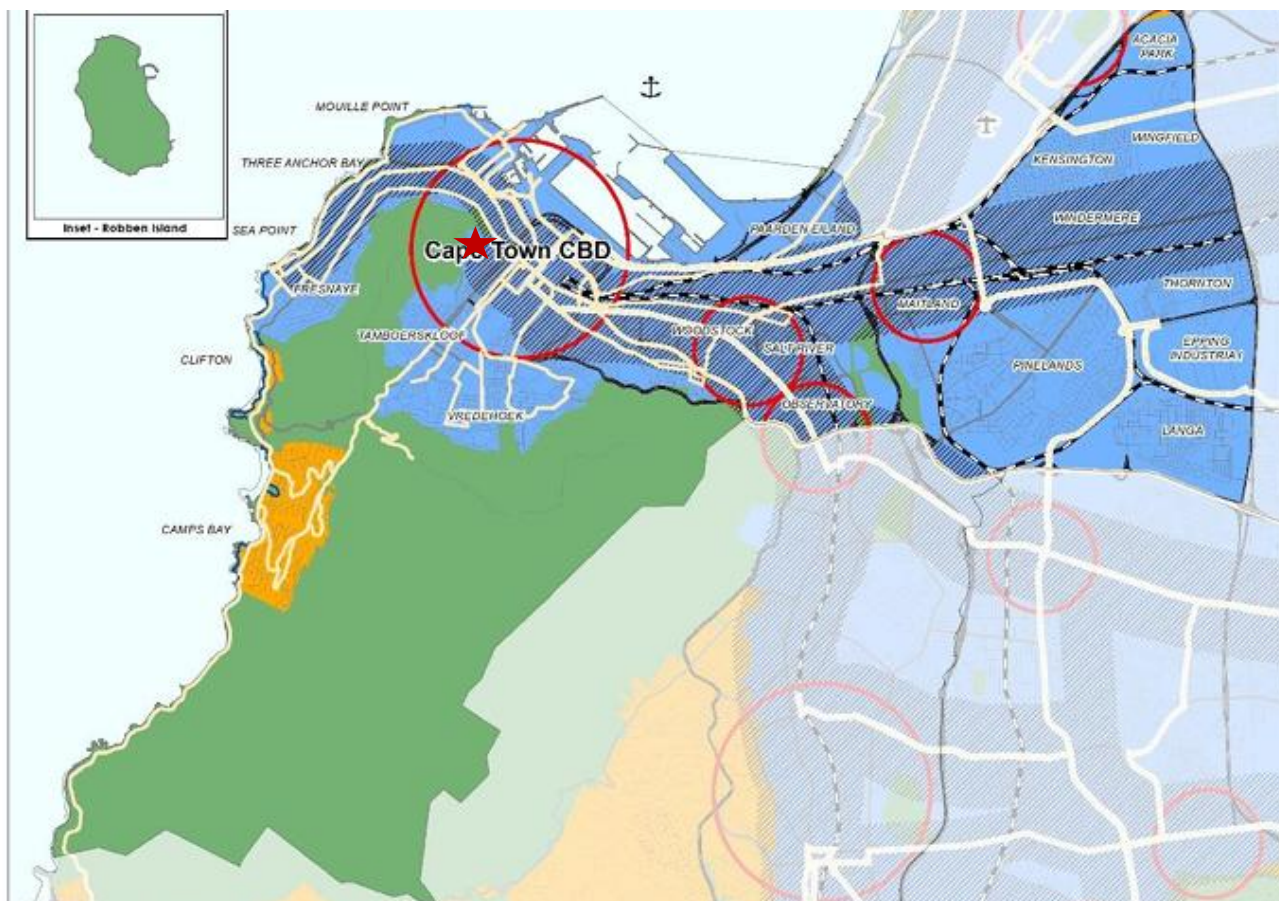


Figure 38: Location of the proposed Strand Street Redevelopment in the context of the Table Bay District's EMF

- Explain how comments from the relevant authorities and/or specialist(s) with respect to biodiversity have influenced the proposed development.

The site does not support significant biodiversity, having been entirely transformed by historic development and quarrying. No specialist studies were therefore required.

Comments received during the public participation process for the draft BAR requested clarification as to whether the north-western part of the site is located within a Critical Biodiversity Area. At the time of publication of the dBAR the most recent biodiversity spatial plan was the City of Cape Town's Biodiversity Network (2018) spatial layer, which identified the area above the rockface as a CBA1b. The recently-released 2024 version of the Biodiversity Network changes the classification to 'conservation area'. In any event, no indigenous vegetation remains in the proposed development footprint and no impacts on biodiversity are anticipated.

6. Explain how the Western Cape Biodiversity Spatial Plan (including the guidelines in the handbook) has influenced the proposed development.

The proposed site boundary is not located within a Critical Biodiversity Area (CBA). The slopes above the quarry rockfaces to the north are designated as a Conservation area, and those to the west as CBA1c, in the City of Cape Town's Biodiversity Network (2024 version - Figure 39). Although the proposed site is in proximity to a CBA and an area designated for conservation, the proposed footprint does not support any remaining indigenous vegetation due to quarrying activities, and no impact is anticipated.



Figure 39: Biodiversity Network surrounding the proposed site (CCT, 2024)

7. Explain how the proposed development is in line with the intention/purpose of the relevant zones as defined in the ICMA.

The proposed redevelopment is located approximately 1km from the coast and is not subject to the ICMA.

8. Explain whether the screening report has changed from the one submitted together with the application form. The screening report must be attached as Appendix I.

The Screening Tool Report remains unchanged.

9. Explain how the proposed development will optimise vacant land available within an urban area.

The proposed activity will optimise the use of existing vacant public open space within an urban area by redeveloping it for various community, commercial, and cultural uses.

10.	Explain how the proposed development will optimise the use of existing resources and infrastructure.
The proposed redevelopment includes the adaptive reuse of existing buildings, and the maximisation of the use of publicly owned land close to the CBD.	
11.	Explain whether the necessary services are available and whether the local authority has confirmed sufficient, spare, unallocated service capacity. (Confirmation of all services must be included in Appendix E16).
The proposed redevelopment project will require municipal services including connections to stormwater infrastructure, electrical services, foul sewer, and potable water. With the estimated water demand and sewer flow as calculated by HHO, the City's Water & Sanitation Department has confirmed there is sufficient network supply to service the development. Additionally, the City has confirmed sufficient capacity to accommodate the electrical demand of the proposed redevelopment (refer to electrical services report in Appendix G).	
12.	In addition to the above, explain the need and desirability of the proposed activity or development in terms of this Department's guideline on Need and Desirability (March 2013) or the DEA's Integrated Environmental Management Guideline on Need and Desirability. This may be attached to this BAR as Appendix K.
See Appendix K for a detailed response to the Need and Desirability considerations in terms of this guideline.	

SECTION F: PUBLIC PARTICIPATION

The Public Participation Process ("PPP") must fulfil the requirements as outlined in the NEMA EIA Regulations and must be attached as Appendix F. Please note that If the NEM: WA and/or the NEM: AQA is applicable to the proposed development, an advertisement must be placed in at least two newspapers.

1. Exclusively for linear activities: Indicate what PPP was agreed to by the competent authority. Include proof of this agreement in Appendix E22.

Not applicable because the activity is not a linear activity.

2. Confirm that the PPP as indicated in the application form has been complied with. All the PPP must be included in Appendix F.

An inclusive stakeholder engagement process formed part of the concept development. It provided for meaningful participation by local and affected participants in developing a robust and accepted design for the site.

This was followed by a wider pre-application public participation process with a focus on publicising and presenting the draft concept for the Strand Street Quarry to the broader public. The process included a 30-day registration and commenting period that started on 2 November 2023 and ended on 4 December 2023.

A draft Basic Assessment Report was distributed for a Public Participation Process on 22 August 2024, to both registered and potential interested and affected parties. The requirements of Regulation 41 were met during this process. Initially advertised as a 30-day process, the commenting period was extended to 11 October 2024 after new organs of state were informed of the application.

PRE-APPLICATION PUBLIC PARTICIPATION (NOVEMBER – DECEMBER 2023)

The pre-application public participation process was a 30-day commenting period that started on 2 November 2023 and ended on 4 December 2023. The aim of this public participation period to publicise and present the draft concept for the Strand Street Quarry, initially developed with a core group of identified key stakeholders, and the broader public. A background information document was compiled for distribution to identified and potential interested and affected parties (I&APs) to inform them on the project proposal, concept design, environmental process, how to participate in the environmental process, as well as an invitation to attend an Open Day (poster display), which was held on 15 November 2023.

Methods used to notify potential I&AP's

- » The City of Cape Town issued two media releases about the public participation process – the first on 2 November and the second on 10 November 2023. These provided an overview of the project proposal, the process, how to participate, and the details of the Open Day. They were disseminated widely to media and social media audiences, including the City's 400 000+ followers on Facebook. Moreover, links directed the interested public to the City of Cape Town's Have your say page and to the dedicated project website at www.strandstrquarry.co.za
- » A media notice was published in the local community newspaper, the Atlantic Sun, on 2 November 2023. It included details of the proposed project, the participation process, and how to access further information.

- » Street pole signs were erected on 10 November 2023, inviting members of the public to the Open Day on 15 November 2023.
- » All existing stakeholders were notified of the public participation process via email. A shareable flier was included, along with a link to the project website. Stakeholders were encouraged to share widely.
- » A public open day was hosted on 15 November 2023, at the hall on the quarry site. Posters were displayed with members of the project team available to present and discuss their individual disciplines. Comment sheets and comment boxes were available for written submissions.
- » A project website has been established and maintained throughout the project. Hosted at www.infinityenv.co.za/strandstreetquarry, it provides –
 - Information on the concept and project proposals.
 - Information on the design process, including all meeting notes and presentations.
 - A comment and registration form for submission of input

SECOND PUBLIC PARTICIPATION PROCESS (FIRST COMMENTING PERIOD ON THE DRAFT BAR)

All registered and identified potential I&APs were informed of a public participation process in which the draft Basic Assessment Report was available for review and comment. This was the first regulated process and the requirements of regulation 41 of the EIA Regulations were met during this period. Potential interested and affected parties identified included immediately adjacent landowners and occupiers, ward councillors, municipal officials, and relevant state departments. A database of registered I&APs from the pre-application engagements was also notified.

Methods used to notify potential I&AP's

- » A media notice was published in the local community newspaper, the *Atlantic Sun* on 22 August 2024. It included details of the proposed project, the participation process, and how to access further information.
- » On Thursday 22 August 2024, three notice boards of the required size (60 x 42cm) with information of the proposed project, and inviting members of the public to the Open Day on 14 September, were placed at the following points: Main entrance of the quarry site on Strand Street, Main entrance of the Metro Police, Entrance to the Wash House Quarry
- » All existing stakeholders were notified of the public participation process via email. A shareable flier was included, along with a link to the project website. Stakeholders were encouraged to share widely.
- » Owners and occupiers of land adjacent to the site were notified of the draft BAR by hand delivery. Where property owners and/or occupiers were absent at the time of delivery, notification letters were placed in post-boxes. Where no post boxes were available, notification letters were placed on property gates.
- » A public open day was hosted on 14 September 2024, at the Boorhanol Cultural Hub between 11:00 and 16:00. Posters were displayed of the specialist studies, and project conceptual informants undertaken. Members of the project team were available to present and discuss their individual disciplines. Comment sheets and comment boxes were available for written submissions.
- » A hard copy of the Basic Assessment Report and associated appendices was placed at the Cape Town Central Public Library for the public's perusal. The BAR remained at the library

for the duration of the extended 30-day commenting period, 22 August 2024 to 11 October 2022.

- » A project website has been established and maintained throughout the project. Hosted at www.infinityenv.co.za/strandstreetquarry, it provided –
 - Information on the project proposals.
 - Specialist studies undertaken
 - A comment and registration form for submission of input

See Appendix F for the Public Participation Report

3. Confirm which of the State Departments and Organs of State indicated in the Notice of Intent/application form were consulted with.

The following State Departments and Organs of State have been consulted:

- » City of Cape Town
- » South African National Parks: Table Mountain National Park
- » South African Heritage Resources Authority
- » Western Cape Government: Department of Economic Development and Tourism
- » Heritage Western Cape
- » Department of Environmental Affairs and Development Planning (Directorate Management (Region 1), Pollution and Chemicals Management, and Waste Management
- » Department of Economic Development and Tourism
- » Department of Mineral Resources and Energy
- » Department of Water and Sanitation
- » Cape Nature

4. If any of the State Departments and Organs of State were not consulted, indicate which and why.

The relevant organs of state have been consulted.

5. if any of the State Departments and Organs of State did not respond, indicate which.

The following State Departments and Organs of State did not respond:

- Department of Mineral Resources and Energy
- Cape Nature
- Department of Economic Development and Tourism
- Department of Environmental Affairs and Development Planning Pollution and Chemicals Management, and Waste Management

It is assumed that these state departments do not have any comment regarding the application.

6. Provide a summary of the issues raised by I&APs and an indication of the manner in which the issues were incorporated into the development proposal.

Below is a summary of the comments received during the first public participation process in November-December 2023:	
Summary of Comments	Response
Importance of further engagement and collaboration among stakeholders before formal planning commences was emphasised. Concerns about the lack of information regarding stakeholder consultations and perceived selectivity in communication.	An inclusive stakeholder engagement was undertaken throughout the vision and design phase process. Several stakeholder meetings and workshops were held with key representatives from community-based organisations, including Civic/Residents and Ratepayers Associations, Residential and Community Structures, faith-based groups, representatives from the business community and the relevant CCID. These engagements were followed by a public participation process during November 2023, informing the broader community of the project and inviting comments on the conceptual proposals presented. Further public participation is being undertaken on this draft BAR which provides further details on the concepts and the environmental assessment as well as detailed reporting on the engagement process thus far. The project website address www.strandstreetquarry.co.za was shared with all requesting information on the stakeholder process held thus far.
» De Waterkant Civic Association acknowledged the public participation efforts but expressed dissatisfaction with lack of specific consultation regarding parking areas and their locations. » Request for more detailed traffic impact assessments, especially concerning bus turning circles, parking area access points, and vehicle stacking distances. » Technical clarification on the minimum setback distance required between parking areas and the back doors of properties. » Concerns raised: » Increased vehicular traffic and potential bottlenecks, especially for touring buses, at the bus embayment entrance point. » Current proposal for Strand Street may create a pedestrian unfriendly environment despite efforts to widen	Meetings were held with De Waterkant Civic Association on 8 March 2024 and 30 May 2024 to present alternative parking designs and future public parking management strategies, substantially revised from earlier drafts shared in 2023. The TIA indicates that future parking management for the accommodation of Loader Street parking requirements may include permits issued to residents on a first come first serve basis. The 14 bays at the back of the parking area, close to the residences, have been included in the SDP for this purpose. A management plan to accommodate the parking requirements, together with that of the quarry development itself, needs to be formulated. The outlines of such a management plan have been discussed and agreed with City officials tasked with parking management.

sidewalks and install a new signalised intersection. » Need to address parking overflow issues emphasised. » Parking area behind Loader Street opposed, and plan to submit objections to the City of Cape Town regarding the parking is expressed. » Proposal for collaborative parking design.	A Traffic Impact Assessment (TIA) was undertaken by HHO (see Appendix G). The TIA indicates: » Bus movements linked to the quarry are to follow a clockwise direction; westbound along Strand Street into the proposed bus embayment to drop passengers off; turn right into the parking area at the west access, and out again at the central access. Bus routes thus start and end in the CBD. Further details on the accommodation of bus movements are detailed under 8.2 of the TIA in Appendix G. » The quarry parking area is served via a dedicated access on Strand Street, at the location of the existing gate providing access to the quarry. The parking area on the north side of Strand Street will be served by four accesses, i.e. two access points on Strand Street, the existing access on Vos Street and an access off Dixon Street, at its south end where it currently links to the informal parking area at the back of the Loader Street properties. » Future parking management for the Loader Street will require that permits be issued for the parking that be used by the residents on a first come, first serve basis. A management plan to accommodate the parking requirements, together with that of the quarry development itself, needs to be formulated. The outlines of such a management plan have been discussed and agreed with City officials tasked with parking management. » Parking management measures need to be in place in the public parking area to reserve bays for quarry activities on busy days (mainly with conference and sporting events), and to encourage use of shuttles and e-hailing to reduce parking demand. » The Strand Street Quarry development is not envisaged as a major generator of movement during peak periods, which is beneficial given the reasonably high levels of congestion conditions on the surrounding network during these times.
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I&AP's expressed their support for the redevelopment project and emphasised: » The need to address crime and improve living conditions in Bo-Kaap. » Advocacy of gender inclusivity in sports facilities » Redevelopment project will include economic, social cohesion, heritage protection and safety. » The idea of expanding and developing underutilised land for revenue-generating purposes is supported. » The importance of sustainable tourism practices and preserving the Bo-Kaap's heritage is highlighted, and directing tourism development budgets to other areas within the community is advocated. » Redevelopment vision should primarily benefit locals and avoid becoming like Greenmarket Square. » Uplifting the Bo-Kaap community.	These aspects form part of the development proposals, and have arisen from the consultative design process followed to date.
Expansion of MyCiti bus stops near the site to promote public transport accessibility is suggested.	The TIA notes that there are established MyCiti routes along Strand Street and Somerset Road in close proximity to the quarry. It is not anticipated that the development will generate demand for additional transport services.
Inclusion of a rock-climbing facility along the quarry wall to reference the site's history and enhancement of the project.	Due to the geotechnical conditions of the rock face – a rock climbing facility cannot be considered.
Incorporating green spaces along Strand Street to mitigate the Urban Heat Island Effect and enhance the pedestrian environment. Replacement of mature trees and landscape for parking, destruction of open space amenity and removal of existing streets opposed.	The Landscape Framework Plan includes and emphasis the need to develop a green edge along Strand Street and further enhancing the building edges with planting and trees.
Expressed concerns that the proposed design, and the impact of a cable car on the site	Section B, 4.4 of this BAR includes a detailed description and illustration of the proposal for the redevelopment project. Specifically, it is noted that while spatial provision is made on the site for a possible future potential cable car station connecting the quarry with Signal Hill, the

	development thereof is not included in this application and should this proceed in the future it will be subject to feasibility and other future approval processes.
Establishment, maintenance, and security management of facilities.	A mixed use asset management plan will be developed in consultation with the relevant City department and end-users.
Current proposal for Strand Street may create a pedestrian-unfriendly environment despite efforts to widen sidewalks and install a new signalised intersection.	The concept layout provides for a 3.0m wide sidewalk on the north side, which also could be used by cyclists, but has a landscaping component.
Questions related to parking control, security, noise, pollution, and heritage considerations.	Increased traffic on the local road network – assessed as not significantly changing existing conditions (refer to the transport impact assessment in Appendix G) Noise may be generated on the site, especially associated with sporting and cultural events using the field. The site has a long history of use as a sporting facility, both formally and informally, since the closure of the quarry. Should amplified sound be proposed on the site, it will be subject to the necessary permissions and control by the City of Cape Town's Environmental Health department. The concept design includes a row of buildings that will substantially screen the sports field from Strand Street and nearby residential areas.

Below is a summary of the comments received during the second public participation from 22 August to 11 October 2024

Summary of Comments	Response
Request to ensure that an assessment of noise impacts during construction and operational phases of the development is included in the final BAR	The final BAR elaborates on the potential noise impacts and mitigation, and notes that the site will be required to comply with the regulated noise limits under PN 200 of 2013.
Request to include an assessment of the loss of open space.	The final BAR includes an assessment in this regard, noting that there is no substantive loss of public amenity or open space anticipated – the proposed development is a community facility centred around a formalised open space.
Request for mining closure certificates or licences.	The quarry was active during a period when the quarrying of rock (as opposed to precious metals and gemstones) was not regulated under mining legislation. No closure certificate was required at the time of its closure in 1905.

Request for service confirmation letters	Service confirmation letters are included in the Final BAR.
Concerns regarding visual impact, scale and massing of proposed buildings	The VIA has been revised to include additional and revised simulations confirming the anticipated impact.
Maintenance access needs associated with the electrical infrastructure on the site	The site development plan has been revised to relocate the proposed metro police building to allow sufficient space.
Request for detail on the consideration of alternatives	Further detail has been added to this BAR on the consideration of alternatives.
Pedestrian access between quarries	Provision exists for safe pedestrian access between the site and the Bo-Kaap, along the road network. A new formalised pedestrian link cannot be accommodated and is not proposed.
Noise, dust, and debris concerns	The EMPR provides for the mitigation of the potential impacts of the construction phase to acceptable levels.
Traffic congestion concerns	The transport impact assessment considers the potential impacts of the development on congestion, concluding that demand from the proposed development can be accommodated on the adjoining road network. From a traffic perspective, the development will have a limited impact, and not require any major improvements to transport infrastructure.
Objection to proposed car park (north of Strand Street) on the basis that it: » Replaces an established road » May increase potential crime in the area » May cause devaluation of Loader Street properties » Impinges on space perceived to be private property	Loader Street homes have street access from Loader Street, on the side furthest from the quarry. Vehicular access to the rear of these homes, on remainder Erf 367 (a portion of the proposed quarry redevelopment site), is currently not authorised and takes place on an informal basis. In the detailed layout of the proposed parking area, retention of a service access to Loader Street properties is proposed (continuation of a 2.1 to 4 meter wide), even though no legal obligation exists to do so. The designation of permit parking bays (on a first come first serve basis) at the back of the parking area, close to the residences is also proposed.
Environmental concerns with synthetic turf choice	Synthetic turf is a commonly used material in sporting facilities and is more appropriate for this site than natural turf.
Clarification regarding project boundary extent and inclusion of the De Smit St Park.	The figure has been amended in the Final BAR to indicate only the proposed redevelopment site. De Smit Street Park does not form part of the proposed development footprint.
Concerns related to informal settlement on Erf 144781 and a different portion of Erf 367-RE (Wash House Quarry)	The informal settlement in the Wash House Quarry does not fall within the proposed redevelopment area property extent. Occupiers can only be lawfully evicted if authorised by a court order. Redevelopment of the quarry site is

	not conditional on evictions of occupiers of a neighbouring property.
Concerns regarding heritage, environmental and aesthetic impacts	The heritage and aesthetic impacts are considered in detail in the heritage impact assessment and the landscape framework plan, as well as the Visual Impact Assessment. Landscaping initiatives (detailed in the Landscape Framework) seek to reduce any potential negative aesthetic impacts and enhance and improve the overall pedestrian and public realm along and over Strand Street.
Request for community involvement in landscaping	Community involvement in the maintenance of landscaping should be discussed with the City of Cape Town if the proposal proceeds.
Acquisitive Prescription claims	Unless a claim for prescription is formally lodged through the courts and decided on, there is nothing in the environmental legislation preventing this application being made by the lawfully registered owner of the property or being decided on by the competent authority.
All comments received from authorities to be provided (considering heritage and associated context of local area Heritage, and all comments must be included in the Commence and Response Report.	Comments obtained from the relevant authorities are included in the Final BAR. Where no comment was received it is assumed that the authority has no comment. Comments from HWC will be included in the final BAR. This Comments and Responses Report provides the requisite responses.
Clarification as to whether the project boundary falls within a CBA	The project boundary has been confirmed in the final BAR. No impacts on any indigenous vegetation are anticipated. Since the publication of the draft BAR the CCT BioNet has been updated, and the area previously indicated as CBA 1b is now 'conservation area'.
Confirmation of how the quarry will be infilled to prepare for construction activities and from where the required materials will be provided	The proposed interventions do not include significant new fill material, and any imported fill would be sourced from commercial, licensed sources. No additional impacts are anticipated in this regard.
Confirmation as to whether the project boundary falls with Table Mountain National Park (TMNP)	SANParks has confirmed the site is not within the Table Mountain National Park. This section of the HIA has been corrected.
Requested that all "no-go" areas are confirmed and spatially illustrated on one composite map	The preliminary assessment report referenced here recommended a buffer zone only if no slope
DWCA support to be discounted, lack of support is expressed	The DWCA has been informed and an active participant in the design process for the proposed development. It has not been

	suggested in the draft BAR that the association supports the proposed parking area. Its concerns regarding the proposed parking area were however the basis for a redesign of this portion of the site, following a series of meetings with the chairperson in May 2024. Wider public participation in November-December 2023 and August-October 2024 has allowed for those residents whose views may differ to submit their inputs directly.
Request for transparency of construction costs	City budgeting processes are a matter of public record and are subject to public participation entirely separate from this project-specific consultation in respect of the proposed environmental authorisation. The requirements of the National Environmental Management Act and the EIA Regulations guided the identification of potentially interested and affected parties.
One additional late comment was received from an interested and affected party in late January 2025, summarised as follows:	
Suggestions that the Bo-Kaap's cultural heritage should not be central to the site's design and that this is driven by political motivations rather than a genuine effort to preserve or enhance the quarry's heritage. Suggestions that adjacent property owners were excluded from the design and consultation phases. Suggestions that the development brief tasked designers with incorporating a rugby field with above ground concrete parking facilities on the site while "considering" its heritage aspect and that the resultant design transforms the quarry into a concrete parking lot A request that the project should be restarted from the beginning with a new brief, potentially through a national design competition.	The cultural heritage of the local area (including but not limited to the Bo-Kaap) is necessarily central to the design of the proposed redevelopment of this national heritage site. All adjacent property owners received notifications of the draft BAR public participation process. In addition, wider public notifications in the form of media releases and lamppost signage were used to advertise the pre-application open day in the design phase. The development brief was based on expressed stakeholder needs, obtained through a series of workshops and engagements. The applicant has expended significant effort and financial resources to develop a design that it believes to be in line with local needs and which has been endorsed by the heritage authorities.
Comments from heritage resources authorities were received only after completion of the public participation process, on 27 January 2025 and 5 February 2025, from HWC and SAHRA respectively. These are summarised as follows: <u>HWC:</u>	

» Endorsement of the HIA and its recommendations » Archaeological monitoring of geotechnical investigations required. » Investigation of the retention of the Strand Street stoep on the row houses, with the outcome to be submitted to HWC for review and approval. » Final building plans for all Grade IIIA graded heritage buildings to be submitted to HWC for approval.	These recommendations form part of the BAR and HIA; the additional recommendations are added as proposed conditions of authorisation.
SAHRA: » No objections to proposal, and support for recommendations of the HIA » Archaeologist to be appointed to monitor ground clearance » Permit application in terms of section 27 of the NHRA is required. » Chance-find procedures required during earthworks.	These recommendations form part of the BAR and HIA; the additional recommendations are added as proposed conditions of authorisation.

Note:

A register of all the I&AP's notified, including the Organs of State, and all the registered I&APs must be included in Appendix F. The register must be maintained and made available to any person requesting access to the register in writing.

The EAP must notify I&AP's that all information submitted by I&AP's becomes public information.

Your attention is drawn to Regulation 40 (3) of the NEMA EIA Regulations which states that "*Potential or registered interested and affected parties, including the competent authority, may be provided with an opportunity to comment on reports and plans contemplated in subregulation (1) prior to submission of an application but **must** be provided with an opportunity to comment on such reports once an application has been submitted to the competent authority.*"

All the comments received from I&APs on the pre -application BAR (if applicable and the draft BAR must be recorded, responded to and included in the Comments and Responses Report and must be included in Appendix F.

All information obtained during the PPP (the minutes of any meetings held by the EAP with I&APs and other role players wherein the views of the participants are recorded) and must be included in Appendix F.

Please note that proof of the PPP conducted must be included in Appendix F. In terms of the required "proof" the following is required:

- a site map showing where the site notice was displayed, dated photographs showing the notice displayed on site and a copy of the text displayed on the notice;
- in terms of the written notices given, a copy of the written notice sent, as well as:
 - if registered mail was sent, a list of the registered mail sent (showing the registered mail number, the name of the person the mail was sent to, the address of the person and the date the registered mail was sent);
 - if normal mail was sent, a list of the mail sent (showing the name of the person the mail was sent to, the address of the person, the date the mail was sent, and the signature of the post office worker or the post office stamp indicating that the letter was sent);
 - if a facsimile was sent, a copy of the facsimile Report;
 - if an electronic mail was sent, a copy of the electronic mail sent; and
 - if a "mail drop" was done, a signed register of "mail drops" received (showing the name of the person the notice was handed to, the address of the person, the date, and the signature of the person); and
- a copy of the newspaper advertisement ("newspaper clipping") that was placed, indicating the name of the newspaper and date of publication (of such quality that the wording in the advertisement is legible)

SECTION G: DESCRIPTION OF THE RECEIVING ENVIRONMENT

All specialist studies must be attached as Appendix G.

1. Groundwater

1.1.	Was a specialist study conducted?	YES	NO
1.2.	Provide the name and or company who conducted the specialist study.		
Not applicable as no groundwater study was required.			
1.3.	Indicate above which aquifer your proposed development will be located and explain how this has influenced your proposed development.		
The proposed project site is underlain by a fractured major aquifer. A fractured aquifer is characterised by groundwater stored in the fractures, joints, bedding planes and cavities of the rock mass. The site is underlain by hard bedrock and redevelopment is not expected to impact on the aquifer.			
1.4.	Indicate the depth of groundwater and explain how the depth of groundwater and type of aquifer (if present) has influenced your proposed development.		
The groundwater depth is mapped as greater than 7 metres. The proposed development is not expected to have any significant impact on groundwater.			

2. Surface water

2.1.	Was a specialist study conducted?	YES	NO
2.2.	Provide the name and/or company who conducted the specialist study.		
Not applicable as no freshwater study was undertaken.			
2.3.	Explain how the presence of watercourse(s) and/or wetlands on the property(ies) has influenced your proposed development.		
Not applicable as no watercourses or wetlands occur on the site. The nearest watercourse is located about 700 metres north-east of the project site.			

3. Coastal Environment

3.1.	Was a specialist study conducted?	YES	NO
3.2.	Provide the name and/or company who conducted the specialist study.		
Not applicable			
3.3.	Explain how the relevant considerations of Section 63 of the ICMA were taken into account and explain how this influenced your proposed development.		
Not applicable			
3.4.	Explain how estuary management plans (if applicable) has influenced the proposed development.		
Not applicable			
3.5.	Explain how the modelled coastal risk zones, the coastal protection zone, littoral active zone and estuarine functional zones, have influenced the proposed development.		
Not applicable			

4. Biodiversity

4.1.	Were specialist studies conducted?	YES	NO
4.2.	Provide the name and/or company who conducted the specialist studies.		
Not applicable			
4.3.	Explain which systematic conservation planning and other biodiversity informants such as vegetation maps, NFEPA, NSBA etc. have been used and how has this influenced your proposed development.		
The City of Cape Town Biodiversity Network (which forms part of the Western Cape Biodiversity Spatial Plan) was updated in September 2024. The surrounding area's biodiversity network, as shown in Figure 39 on page 92), designates the slopes above the quarry face as a Conservation Area, indicating a site worthy of conservation, due to the broader property's inclusion in the protected area expansion strategy for the Table Mountain National Park. The proposed subdivision line is, however, further north and the rockface does not support indigenous vegetation. The Tana Baru cemetery south of the quarry is categorised as CBA 1c, less critical but still important for conservation. A review of site conditions indicates low indigenous plant diversity, limited to grass species and alien trees. Any remnants of shale renosterveld on the upper slopes are unlikely to be impacted by the proposed quarry redevelopment. Wildfires are common along the urban edge on Signal Hill, and excessive fires have transformed the shrub-rich renosterveld into lower diversity grassland.			
4.4.	Explain how the objectives and management guidelines of the Biodiversity Spatial Plan have been used and how has this influenced your proposed development.		
The development site is primarily vegetated with common grass species, likely due to backfilling and levelling after the quarry fell out of use. Historically, the slopes would have supported Peninsula Shale Renosterveld, now Critically Endangered, but no trace of this vegetation type remains visible. Tree species are scattered throughout the site, including <i>Ficus</i> species at the Strand Street entrance, <i>Pinus</i> species on the quarry wall, <i>Phoenix canariensis</i> on the wall itself, and <i>Eucalyptus</i> species in neighbouring quarries. Due to the current state of the proposed redevelopment area, there are no botanical sensitivities present on the site that can be protected or conserved.			
4.5.	Explain what impact the proposed development will have on the site-specific features and/or function of the Biodiversity Spatial Plan category and how has this influenced the proposed development.		
There are currently no botanical sensitivities on the proposed redevelopment site.			
4.6.	If your proposed development is located in a protected area, explain how the proposed development is in line with the protected area management plan.		
The proposed site is not in a protected area.			
4.7.	Explain how the presence of fauna on and adjacent to the proposed development has influenced your proposed development.		
Only common and ubiquitous urban-adapted faunal species are expected to utilise the site, which does not provide significant habitat for fauna. The site is adjacent to a critical biodiversity areas and in proximity to the national park – these areas will not be impacted by the proposed redevelopment.			

5. Geographical Aspects

Explain whether any geographical aspects will be affected and how has this influenced the proposed activity or development.

The site is located at the foot of the Signal Hill / Lions Rump in central Cape Town, at the interface of the central city and the mountainside, and between the Bo-Kaap and De Waterkant historic neighbourhoods.

Geographical aspects affected by the proposed development include the visual and aesthetic resources impacted by land use change, as well as the underlying geology which impacts on and is impacted by the proposed development. Other potential aspects to be considered include the risk of wildfires spreading from, or onto, the site, which is located in a fire-prone ecosystem.

A **visual impact assessment** (VIA), by David Gibbs is included in **Appendix G**. The VIA highlights the significant visual assets of the proposed redevelopment site, including historic buildings and exposed rockface embankments. While acknowledging that development will alter the current visual landscape, the VIA considers the form, scale, and massing of buildings to harmonise with and enhance the urban cultural landscape. The proposed development has been designed to minimise impacts on the key visual resources of the quarry faces and mountain slopes. The visual impacts are further discussed in Section I below.

Given the historic use of the site as a quarry (closed officially in the early 20th century, but anecdotally used since on an ad hoc basis), and the proposed proximity of new development and recreational use to the exposed cut faces of the quarry, a **Slope Assessment Stability Report** was undertaken by HHO and is included in **Appendix G**. The assessment notes that as the site is a closed hard rock quarry, there remains an element of risk of rockfalls from the quarry's western slopes, particularly the central portion where weathered rock and previously fallen rock is present. The risk of rockfall is considered relatively low, but due to the nature of the proposed redevelopment, the consequences of a rockfall would be very high. The proposed mitigation measures include the installation of rockfall wire mesh netting across most of the rockface, to retain and stabilise any loose material. These are further discussed in Section I below.

The site is located on the urban edge and adjoins a national park in the fire-prone and fire-adapted fynbos biome. **Wildfires** are a regular occurrence and necessary part of the ecosystem, whether started accidentally or as part of a managed and prescribed fuel reduction or ecological burn. A review of historical imagery suggests that the slopes above the quarry wall were burned most recently in 2012. The vegetation in this area – historically the fire-adapted shrubby renosterveld – is now grass dominated due (it is speculated) to a combination of disturbance and too-frequent human-induced fire. This has the effect of making fires more likely to start and spread rapidly, due to ease of ignition in the light, 'flashy' vegetation. Wildfire management requires a combination of proactive maintenance of fuels, breaks, and planned prescribed burns, as well as effective response when unplanned fires do occur. Specifically, there is a need for a fuel break (firebreak) to prevent the spread of fire onto or from the site as well as to provide access for firefighting resources. A break is already in place some 175 m north of the site. The location of this break should be reassessed by the City in consultation with SANParks and the Cape Peninsula Fire Protection Association, and may require relocation closer to the top of the quarry face and extending to a point approximately parallel with Dixon Street, to more effectively manage the risk of fire spreading from, or onto, the Quarry site when development is in place.

6. Heritage Resources

6.1.	Was a specialist study conducted?	YES	NO
6.2.	Provide the name and/or company who conducted the specialist study.		
A heritage impact assessment was conducted by Bridget O'Donoghue, with specialist studies as follows: » Archaeological Specialist Study: David Halkett of ACO Associates » Architectural and Townscape: Bridget O'Donoghue » Visual Impact Assessment: David Gibbs » Living Heritage: Dr Josette Cole, with Rosie Campbell of Design for Development and Tarryn Solomon of Infinity Environmental Refer to Appendix G for the HIA.			
6.3.	Explain how areas that contain sensitive heritage resources have influenced the proposed development.		
The quarry itself is a declared National Heritage Site, the highest form of protection afforded to a heritage resource under the National Heritage Resources Act. Other significant heritage resources in the immediate vicinity are the Prayer and Wash House Quarries to the southwest and the Bo-Kaap urban blocks between Rose and Chiapinni Streets. The bulk of the site is located within the Bo-Kaap Heritage Protection Overlay Zone of the City of Cape Town. The north-eastern portion of the site (to the east of Strand Street) is located in the Loader Street proposed HPOZ in De Waterkant, which was historically an extension of the Bo-Kaap and displays a consistency in built form. The Bo-Kaap is home to 10 masājīd (mosques) and the first formal Muslim cemetery, the Tana Baru, is located on Signal Hill overlooking the quarry. The Bo-Kaap is known as the “cradle of Islam” because of the key role it played in institutionalising Islam at the Cape. The cultural role that the quarry site has played in the lives of residents is vividly captured in the memories and stories shared during oral history interviews – as a place of worship, a playground, and a sports field. It is a tangible place of memory for the local community. Historically, the quarry has been a central community space and is linked to significant events in Cape Town's past. The project site has three significant buildings that abut Strand Street. 133 and 135 Strand Street The two semi-detached houses have the date 1892 on the raised plaster parapet and was recorded in the Thom survey c 1895. This building was developed before the other two buildings. The description of the building is a semi-detached, single storey that has dressed bluestone stoep walls and steps. The raised stoep's steel palisade balustrade has cast fleur-de-lis headset between plastered painted columns. There is plaster rustication on the corners of the building's street facade and the moulded plaster cornice with the raised plaster date '1892'. Earlier timber sash windows have been replaced with steel casement and aluminium framed windows and the Bead moulded door frames and fanlights.			

131 Strand Street (Old Fire Station)

The early 20th century wood and iron constructed workshop building was developed c1915. There are heavy timber queen post trusses and corrugated iron cladding. Certain brick pier supports on the western facade. A large semi-circular louvred timber gable vent is located on the street façade. The double leaf ware house timber door is set to the side of the faced with screened steel framed windows facing Strand Street.

Stone building, corner of Strand and Hudson Streets (Hall)

The building was developed c 1915. The façade is a dressed bluestone, which creates a land mark on Strand Street. The corrugated iron roofscape is pitched with gablet vents. Arched openings over the small timber casement windows on Strand Street. Timber doors are located on Strand Street. The entrance is located within the site accessing off Hudson Street. The building was renovated by the City in 2010 with new windows, roof sheeting, ceiling boards etc.

The complex of City buildings between the quarry and Hudson Street are not conservation worthy except for the old fire station and stone building. The backfilled and levelled quarry and existing buildings provide requisite resources for the proposed development of a sports-field, sports club house, netball courts and supporting infrastructure.

Based on the findings of the Archaeological Assessment, the heritage resources of the SSQ site are found to primarily revolve around its historical and built environment rather than significant archaeological resources. The proposed redevelopment site includes remnants of quarrying activities, with minor structural fragments near the old Strand Street traffic circle. However, there is no evidence suggesting substantial pre-colonial archaeological remains or cemeteries within the project footprint.

Heritage Resources Authority comments

Both the provincial (HWC) and national (SAHRA) heritage resources authorities have issued final comments in terms of section 38(4) of the National Heritage Resources Act, 1998 (NHRA).

HWC endorses the HIA as meeting the requirements of section 38(3) of the NHRA, and incorporates its recommendations. Two additional recommendations are made:

1. Further investigation to be undertaken to establish whether the stoep in its current form can be retained by making amendments to the street environment. The outcome of the investigation to be submitted to HWC for review and approval.
2. Final building plans for all heritage buildings graded IIIA to be submitted to HWC for approval.

SAHRA states that -

- » 38(4)a – The SAHRA Development Application Unit (DAU) has no objections to the proposed development;
- » 38(4)b – The recommendations provided by the heritage specialists are supported and must be adhered to.

These further additional comments apply:

- » An archaeologist must be appointed to monitor ground clearance activities, and a report on the monitoring activities must be submitted to the case a month after ground clearance activities are completed;
- » A permit application in terms of section 27(18) of the NHRA must be applied for as the Strand Street Quarry is a National Heritage Site;
- » A section 27 application submission must include sufficiently detailed documentation for SAHRA to make an informed decision. This would include, but not limited to, detailed design and building plans in high resolution;
- » 38(4)c(i) – If any evidence of archaeological sites or remains (e.g. remnants of stone-made structures, indigenous ceramics, bones, stone artefacts, ostrich eggshell fragments, charcoal and ash concentrations), fossils or other categories of heritage resources are found during the proposed development, SAHRA DAU (Nokukhanya Khumalo/Natasha Higgitt 021 202 8660) must be alerted as per section 35(3) of the NHRA. Non-compliance with section of the NHRA is an offence in terms of section 51(1)e of the NHRA and item 5 of the Schedule;
- » 38(4)c(ii) – If unmarked human burials are uncovered, the SAHRA DAU (Nokukhanya Khumalo/Natasha Higgitt 021 202 8660), must be alerted immediately as per section 36(6) of the NHRA. Non-compliance with section of the NHRA is an offence in terms of section 51(1)e of the NHRA and item 5 of the Schedule;
- » 38(4)d – See section 51(1) of the NHRA;
- » 38(4)e – The following conditions apply with regards to the appointment of specialists:
- » i) If heritage resources are uncovered during the course of the development, a professional archaeologist or palaeontologist, depending on the nature of the finds, must be contracted as soon as possible to inspect the heritage resource. If the newly discovered heritage resources prove to be of archaeological or palaeontological significance, a Phase 2 rescue operation may be required subject to permits issued by SAHRA;
- » The Final BAR and EMP must be submitted to SAHRA for record purposes.

7. Historical and Cultural Aspects

Explain whether there are any culturally or historically significant elements as defined in Section 2 of the NHRA that will be affected and how has this influenced the proposed development.

O'Donoghue (2024) assesses the site's heritage significance under several of the NHRA section 3 criteria:

Historic value:

- » The importance of the quarries as a source of stone for almost the entire existence of the formal settlement of Cape Town from 1660 until about 1946;
- » Its association with the establishment and institutionalisation of Islam in the Cape;
- » Its importance as a place of industrialised work over three centuries and a place of hard labour, as well as being the second-largest quarry in Cape Town;
- » Its association with religious practices, including prayer gatherings held in the quarries;
- » Proximity to the Jami'a Masjid or Queen Victoria Mosque and the Tana Baru Kramats and burial grounds;
- » Role as a physical memory/scar in the landscape and reminder of the colonial history of Cape Town and its unjust legacies, of slave history and dominion;
- » Role as a recreational ground for local communities;
- » Importance as a technical achievement – a major quarry site producing large shale stone
- » Association with stone masons and labourers by indigenous and immigrant populations associated with the building of Cape Town's important buildings;

- » Association with land located in the middle of the large worker and artisan class areas of De Waterkant and Bo-Kaap; and
- » Importance for a direct link to the link to the history of slavery, with enslaved people forced to work in the quarries until 1834.

Aesthetic value:

- » As prominent 'craters' on Signal Hill exposing the geology of the surrounding mountains, reminders of how the town was physically built as well as of the hardship associated with slavery and hard manual work.
- » Although the quarries surroundings are presently neglected and visually degraded, the rock faces and their associated space in front have strong positive aesthetic qualities and are highly valued by the community.

Scientific Value:

- » As a source of the size and type stone required to build large early Cape buildings such as the Castle. The Strand Street Quarries are part of a series of quarries around the Table Valley that provided different stones and rocks, including granite for different building purposes. The quarries are integrally associated with the resultant built environment of Cape Town until about 1870 when imported stones became available with the introduction of the railways.
- » As an example of a high degree of skill and knowledge of methods of non-mechanical extraction, demonstrated by the sheer verticality of the rock faces, especially the large Strand Street rock face. These methods of mining have been largely forgotten and deserve to be commemorated.

Social Value:

- » As a place highly valued by a community and cultural group for reasons of social, cultural, religious, symbolic, aesthetic and educational reasons, especially visually as they are a prominent landmark on the exposed rump end of Signal Hill;
- » As a place culturally, religiously and symbolically highly valued by the Cape Muslim community. The quarries were a place of prayer and the first 'mosques' in South Africa before the authorities allowed mosques to be built in the first decade of the 1800's;
- » Due to their location below and in close association with the Tana Baru burial ground which contains two highly significant Kramats or shrines which form part of the 'Circle of Islam';
- » As part of the open space network used by the surrounding residents of the Bo-Kaap and De Waterkant. It was referred to as 'Grassy Park' as after the 1950s it was one of the few places with grass where residents could play;
- » As an important open space within a dense urban environment which was historically accessible from various streets and part of Bo Kaap and De Waterkant and utilised by these communities; and
- » Due to its unique location on a highly visible promontory of one of the world's most recognisable and memorable natural landscape compositions of encircling mountains, valley and sea recognised for its heritage values.

Representativeness:

- » in demonstrating the principal characteristics of a range of landscapes or environments, namely –

- » a unique landscape closely associated with the development of the natural, built and cultural landscape of Cape Town;
- » a strong cultural link to Bo Kaap and its communities;
- » proximity to burials places above the rock face with spiritual significance to the Bo Kaap community;
- » the quarry, as one of three quarries within Bo Kaap, is an integral part of the Bo Kaap cultural landscape.
- » in demonstrating the principal characteristic of human activities, as –
 - » Part of the open space network, as playing and sports field.
 - » A site of mining rock.

Intangible heritage:

- » as the oldest foot-hold of Islam in South Africa forming part of the Islamic 'sacred circle' and having close links with the sacred sites of the Tana Baru, Kramats on Signal Hill and Oudekraal,
- » as a public space in which the intangible heritage of the Bo-Kaap is expressed and played out.

O'Donoghue notes that the cultural qualities of the quarry sites are significant in terms of national, regional and local importance and meet the requirements of a Grade 1 site in terms of Section 7 (1) of the NHRA.

The proposed development acknowledges the history of the quarry and aims to revitalise the use of the space to provide social, economic, and cultural benefit to surrounding communities and Cape Town as a whole. The concept designs avoid impacting on the identified sensitive heritage resources – specifically the rockface, the historic buildings on the site, and the intangible aspects of use of the site for sports and recreational purposes – and aim to provide a safe and accessible site that can be used for a variety of purposes. A range of Heritage Design Indicators was developed and has informed the concept designs, along with a Living Heritage study that incorporated oral histories and local knowledge to develop a design brief for specific projects, installations, and uses of the site (Appendix G).

Moreover, the redevelopment plans aim to preserve and enhance this historical context by restoring existing buildings and incorporating interpretative signage. Aesthetically, the quarry's visual prominence is a key heritage feature. The redevelopment includes measures to emphasise the quarry face, with strategically placed buildings and landscaping that maintain the site's visual character. This ensures the aesthetic value of the site is respected and enhanced. Culturally and socially, the site's redevelopment integrates new facilities such as sports fields and community spaces, aligning with its role in local social life. These facilities support spiritual and recreational activities, preserving the site's function as a cultural hub for the community. Additionally, geotechnical measures, such as wire mesh for rockfall prevention, have been incorporated to address safety concerns while minimising visual intrusion.

8. Socio/Economic Aspects

8.1. Describe the existing social and economic characteristics of the community in the vicinity of the proposed site.

The project area falls within the City of Cape Town's Ward 77 (Bo-Kaap, Tamboerskloof and Oranjezicht) and on the boundary of Ward 115 (CBD, de Waterkant, Green Point) which have the following socio-economic attributes according to the 2011 census:

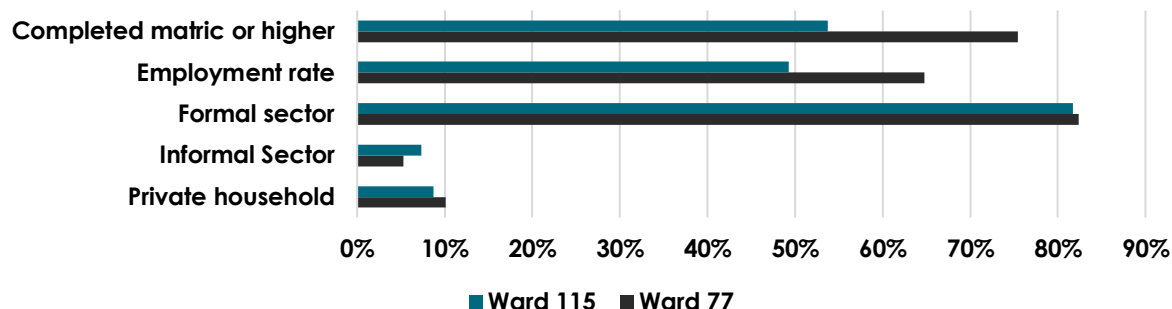


Figure 40. Ward 77 and 115 socio-economic indicators (StatsSA, 2011)

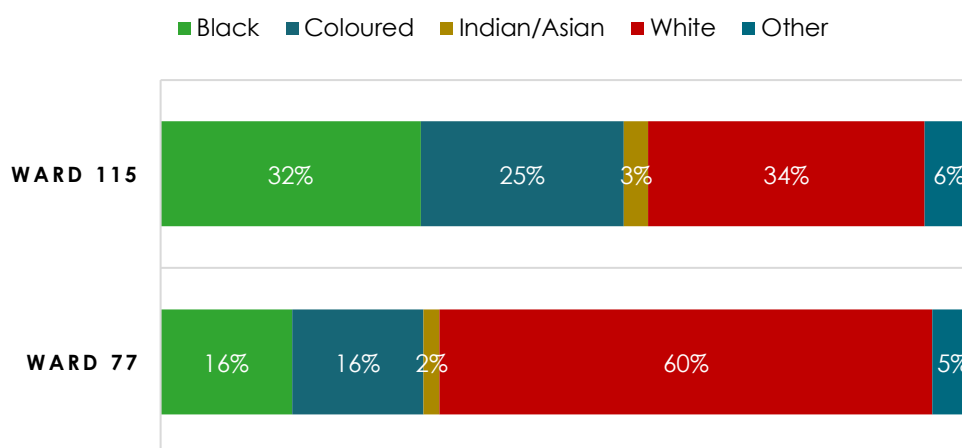


Figure 41. Population demographics of Ward 77 and 115 (StatsSA, 2011)

The Bo-Kaap LSDF (2023) identified a number of socioeconomic issues including:

- » a lack of opportunities for people to operate small-scale enterprises,
- » displacement of residents due to financial pressures and gentrification effects,
- » drug-trafficking, gangsterism, and homelessness,
- » a lack of venues for community bodies, training & empowerment programmes
- » pressure on cultural heritage, including intangible heritage resources.

The Strand Street Quarry includes a number of informal dwellings, and the adjacent Wash House and Prayer quarries are similarly settled. A survey in 2023 estimated the number of structures in the three quarries at 29, including five within the Strand Street Quarry itself. Eviction processes are underway.

8.2. Explain the socio-economic value/contribution of the proposed development.

The Bo-Kaap is underserved by community facilities, particularly sporting facilities. No rugby, soccer or cricket fields exist in the area, and the quarry presents a significant opportunity to address this

need. The proposed redevelopment responds to an identified lack of community facilities in the local area by transforming underutilised open space into a catalytic multi-use sports and recreational facility there are no sports fields within the Bo-Kaap or De Waterkant areas, and residents must travel to use facilities elsewhere in the city. The quarry site has at various times served as a park and informal sports field for surrounding communities since the closure of the quarry but is no longer used for recreational purposes and is vulnerable to informal settlement. The proposed redevelopment aims to create a safe and accessible site that can enable the practice of sports, recreational, and cultural activities.

The Strand Street Quarry has cultural and historical significance, as it is a site that provides one of the earliest tangible records of colonial presence and utilisation of slave labour in the development of what is now the City of Cape Town. It is part of a declared National Heritage Site, and has rich cultural heritage associations for residents of the Bo-Kaap and surrounds. The proposed development aims to reposition, reimagine, and reconnect the Strand Street Quarry site as a gateway into history, highlighting its role as the bedrock for constructing Cape Town's old city while simultaneously commemorating and reinterpreting the significance of the site and history of the Bo-Kaap, reconnecting it to its global and city-wide connections and celebrating its unique cultural heritage, including its role in the formation and institutionalising of Islam in the Cape. The cultural heritage value of the site has been a critical informant to the redevelopment vision process. A project to document and highlight the living and intangible heritage of the site and surrounds has been pursued in parallel to the technical studies and assessments informing the site development and informed the design. The living heritage project sought to unlock the cultural and heritage value of the proposed redevelopment site through collecting oral histories of the Bo-Kaap community as an informant to specific design interventions. A co-design approach prioritised local community and stakeholder input into the project design, and initiated documentation of the community's cultural heritage.

Moreover, the proposed redevelopment aims to stimulate economic opportunities for the local community through the construction and operational phase of the project. Employment and other economic opportunities are likely to arise from the proposed redevelopment, including both temporary (construction-related) and long-term opportunities. Economic interventions proposed to generate economic activity on the proposed redevelopment site include positioning it as a tourist attraction site, as well enabling local people to participate as vendors through trading spaces and commercial opportunities on the site. It is also proposed that the site plays a role as a gateway to the Bo-Kaap and its tourist attractions, becoming a destination place for visitors and residents and linking the Bo-Kaap to the CBD and Waterfront areas. In future, if a cableway or people mover to the Noon Gun and Signal Hill is actualised, the quarry site would become the lower cable station; spatial provision is made in the redevelopment plans for this significant economic and tourism anchor, although it does not form part of proposals currently submitted for authorisation.

8.3.	Explain what social initiatives will be implemented by applicant to address the needs of the community and to uplift the area.
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The proposed redevelopment is a response by the City of Cape Town to various social and economic needs, and is intended as a catalytic project incorporating sports facilities, economic and tourism opportunities, and cultural value.

8.4.	Explain whether the proposed development will impact on people's health and well-being (e.g. in terms of noise, odours, visual character and sense of place etc) and how has this influenced the proposed development.
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Once implemented, the proposed development is assessed as having a significant positive impact on people's health and wellbeing through the provision of social facilities, economic opportunity, and municipal infrastructure. Its visual and heritage impacts are similarly positively assessed.

Negative impacts will be experienced primarily during the construction phase, when typical visual, noise, dust and vibration impacts can be expected. These impacts will be localised and short-term and will be mitigated through the implementation of an environmental management programme.

Negative operational-phase impacts are expected to include:

- » increased **traffic** on the local road network – assessed as not significantly changing existing conditions (refer to the transport impact assessment in Appendix G); and
- » **noise** impacts, especially those associated with sporting and cultural events using the field. The site has a long history of use as a sporting facility, both formally and informally, since the closure of the quarry. The concept design includes a row of buildings between the main field and the nearest sensitive receptors, which are expected to significantly reduce any potential impact. Should amplified sound be proposed on the site, it will be subject to the necessary permissions and control by the City of Cape Town in line with the provincial Noise Control Regulation. Other noise impacts may arise from the proposed parking areas and access routes, including those on the eastern side of Strand Street. Strand Street / High Level Road is already a busy road with significant traffic volumes and high speeds, and it is not expected that the additional volume of traffic will significantly alter the noise experienced by nearby residents.

The competent authority in its comments requested the consideration of the impacts of a loss of **open space** on the site. In this regard, the following aspects are of relevance:

- » The site has been intermittently used as a sporting facility or park during the past century, with varying degrees of formalisation.
- » It is currently not readily accessible to the public, due to fencing, safety and security concerns, and a lack of facilities.
- » The proposed development will result in the formalisation of the bulk of the site as a sports field, with adjoining amenities including a heritage walk, a public forecourt, garden spaces, facilities management offices, a restaurant, an interpretive centre, and parking.
- » The proposed zoning will remain for open space purposes.
- » The proposed development is anticipated to contribute positively to the open space amenity of the site relative to the current situation.

SECTION H: ALTERNATIVES, METHODOLOGY AND ASSESSMENT OF ALTERNATIVES

1. Details of the alternatives identified and considered

1.1.	Property and site alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.
Provide a description of the preferred property and site alternative.	
The preferred (and only) property and site alternative is the Strand Street Quarry located on the remainder of erf 367, erf 617, and a portion of unregistered state land in Cape Town. The site is located between the historic residential neighbourhoods of the Bo-Kaap and de Waterkant, and on the edge of the central business district. The site is bounded by Hudson Street to the south, by Strand Street, Vos Street, and a row of houses on Loader Street to the east, and by the quarry walls to the north and west. It measures approximately 32 000 square metres in extent.	
Provide a description of any other property and site alternatives investigated.	
The Strand Street Quarry was identified as the preferred site for redevelopment through a series of strategic and planning initiatives including an urban development vision (with no statutory status) prepared for the Foreshore 'Gateway' precinct in 2021, the district SDF referred to above, and the Bo-Kaap Local Spatial Development Framework (2023). This site has a unique position and capacity to host sports and recreation uses, stimulate economic growth, and serve as a space for cultural heritage that benefits the surrounding community. The proposed redevelopment aligns with the LDSF's goals of utilising vacant and underutilised land parcels to provide dignified living experiences. The use of this space is integral to actualising the LDSF's vision, as it would provide a space of sports and recreation, enhancing the proposed project area's unique sense of place while preserving its identity and culture. No other property alternatives could feasibly achieve these objectives, and none are therefore presented here.	
Provide a motivation for the preferred property and site alternative including the outcome of the site selection matrix.	
See above response	
Provide a full description of the process followed to reach the preferred alternative within the site.	
As mentioned above, the Bo-Kaap Local Development Frameworks served as a strategic policy informant to the design process of the Strand Street Quarry redevelopment site, in addition to the extensive stakeholder process. The site is identified as one of the only opportunities for recreational sports fields to serve the Bo-Kaap. The Bo-Kaap LDP promotes the idea of utilising vacant and underutilised land parcels to provide dignified living experiences and future housing opportunities (2023). By redeveloping the quarry (currently a vacant and underutilised land parcel) into a multi-use sports facility that serve as a community facility, the proposal aligns and directly addresses one of the main spatial ideas as determined by the Bo-Kaap LSDF (2023). Understanding local community needs served as a crucial informant to the design process, and this was established through a series of community stakeholder workshops. Through focus group workshops,	

the project team could 'ground' these expectations in relation to the site extent and constraints, as well as the vision of the Bo-Kaap LDSF.

Differing local community needs and expectations were identified through this process, and mainly were:

- » Unlocking economic and tourism potential of the site by creating trading spaces for local businesses, enabling the site as a food and trade destination, ensuring commercial use benefits to the Bo-Kaap community as well as building parallel with Strand Street, and ensuring the linear market provides an 'authentic' experience.
- » Recognising the urgent need for sports facilities within the community, and enabling multi-use of a rugby sized sports field, and various sporting codes, including facilities for club houses, change rooms, ablutions, as well as parking.
- » Recognition of the heritage significance of the site, and ensuring that it is reflective within design features. The need for documenting the heritage significance of the site emerged through this process, which was further explored in Living Heritage project. The heritage significance of the site was prioritised, as local community expressed the need for provision to be created within the site, where it can be used for cultural purposes.
- » Existing municipal uses and needs, including space for Safety & Security (Metro Police, Law Enforcement and Events), Recreation & Parks, Electricity, Urban Mobility (Strand Street and parking) and electrical infrastructure on the site.

Other options and alternatives considered and discarded in the design process included:

- » the use of the site exclusively for municipal safety and security and utility purposes;
- » a mixed-use economic- and tourism-focused development over much of the quarry floor as proposed in a 2021 framework for the site;
- » various configurations of sporting codes and field sizes, considered in consultation with local sports clubs and resulting in the choice of the proposed rugby-sized multi-sport field, cricket nets, and a rooftop netball court;
- » options for the design of the Metro Police facilities on the site, including a five-storey building on the footprint of the existing office building, a two-storey building against the quarry face, and the revised proposal for a two-storey building against the quarry face and relocated to create sufficient space for electrical infrastructure maintenance access;
- » options for the stabilisation of the rockface, including an option without physical intervention and with a buffer zone that would limit use of the sport field and prevent the proposed heritage walk, an option with limited interventions that would require restrictions on access along the rockface, a shotcrete stabilisation option with severe visual impacts, and the preferred option of rockfall netting that provides full access to the base of the rockface;

The proposed layout was developed iteratively through a significant co-design process with community organisations and interested parties. This took place over the course of 18 months, commencing in March 2022 and culminating in the presentation of a draft concept in a pre-application public participation process in November 2023. Key aspects of the proposed layout alternative include:

- » the central sports field, occupying the largest portion of the site and sized for the relevant codes;
- » a perimeter-block design that extends the existing built edge along Strand Street, providing for separation of the sports field from the busy road and passive surveillance for safety and security;
- » retention of key existing buildings including the historic stone building, the old fire station, two row houses, the Metro Police office building, and buildings housing electrical infrastructure; and

» an active public realm and transport infrastructure for both motorised and non-motorised modes. Although alternative designs and layouts are not comparatively assessed, the preferred alternative presented for authorisation is itself the result of the ongoing consideration and refinement of options.	
Provide a detailed motivation if no property and site alternatives were considered.	
No other site was suitable to serve the purpose and the need of the proposed redevelopment at this location. A key consideration in the selection of the proposed site is the social and cultural significance vested in the existing site and the potential to utilise the vacant public open space for sports, recreation, and economic development.	
List the positive and negative impacts that the property and site alternatives will have on the environment.	
The proposed Strand Street Quarry redevelopment will have the following impacts: » Archaeological impacts on any existing buried archaeological resources » Visual impacts during construction » Traffic congestion caused by construction traffic » Dust and noise pollution generated due to construction activities » Noise generated during operational phase of the site » Employment creation and economic benefits due to construction activities » Visual impacts during the operational phase » Transport impacts during the operational phase » Impacts on cultural heritage due to the development of the site and operation of existing buildings » Impacts on cultural heritage due to the implementation of the Landscaping Plan » Impacts on cultural heritage due to the proposed memorialisation and interpretation » Impacts on cultural heritage due to the proposed geotechnical structures on the quarry face » Impacts on cultural heritage due to security arrangements for the metro police and electrical uses of the site » Risk of rockfalls in unstable sections of rockface resulting in injury or property damage » Optimisation of public assets by promoting sports, recreation, tourism and cultural heritage values on an underutilised site » Employment creation and economic benefits due to operation of commercial and related uses on the site	
1.2.	Activity alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.
Provide a description of the preferred activity alternative.	
The preferred activity alternative is the redevelopment of the Strand Street Quarry to enable sports, recreation, economic activities, and to celebrate the cultural heritage of the surrounding community. As described above, this entails a mixed-use development centred around a sports field and incorporating commercial, tourism, institutional, and public realm components. Specifically, this includes - Sports facilities: » a multi-use sports field and other facilities, with the main field sized to accommodate various sporting codes including rugby (as a training field) and soccer; as well as netball and handball courts and cricket practice nets; and » other sports related infrastructure including a facilities management office, spectator stands, space for tuck shops, and ablutions.	

Economic and tourism facilities:

- » a new restaurant space located within an existing row house along Strand Street;
- » a linear market and trade space along the length of the sports field;
- » a food and spice market; and
- » spatial provision for a future potential cable car station connecting the quarry with Signal Hill (the development of which is not included in this application and is subject to feasibility and other future processes).

Community and social facilities:

- » a museum and exhibition space in the historic Old Fire Station building for cultural and historical purposes;
- » a rooftop garden and contemplation space;
- » a contemplation and prayer space at the base of the quarry face (centred around the existing minbar structure); and
- » a historical timeline walk along the quarry face with interpretative signage.

Utilities and safety interventions:

- » provision for use of the main sport field for parade and other outdoor purposes;
- » an existing electrical substation and switchgear;
- » the existing Metro-Police office building located near the Hudson Street entrance;
- » a new vehicle access and gatehouse; and
- » a new Metro-Police and Law Enforcement 'back of house operations' building located at the western edge of the site; and
- » under-field parking and storage for the Metro Police.

Public realm upgrades and improved pedestrian infrastructure:

- » a new public 'plaza square' forecourt providing access from Hudson Street to the site;
- » new pedestrian walkways around the existing Jami'a Masjid, along Chappini and Hudson streets and along Strand Street;
- » a new pedestrian crossing over Vos Street;
- » a new signalised pedestrian crossing over Strand Street;
- » public realm installations with a heritage and cultural focus, including archways, murals, wayfinding signage, and interpretive signage;
- » hard and soft landscaping including wayfinding signage, appropriate pedestrian-oriented surface treatments along Hudson Street, and a portion of Castle Street, including pedestrian crossings and traffic calming measures across the busy Strand Street;
- » planting of new tree boulevards along Strand Street and to frame the entrance at Hudson Street;
- » new trees along the vehicle access-way leading to the new Metro Police building, and the parking area across Strand Street to form 'landscape rooms'; and a
- » potential extension of the road median and median break within Strand Street, alongside new tree plantings.

Vehicle parking and bus embayments:

- » Expanded parking areas on the eastern side of Strand Street comprising approximately 73 vehicle bays, replacing the current +/- 20 bays in the existing informal parking;
- » Parking on the site, in a semi-basement accommodating 43 bays under a new building, accessed from the new Strand Street Quarry access; and

- » Dedicated Metro-Police parking comprising 16 outside bays and 46 basement parking bays under a portion of the sports field.

Supporting and utilities infrastructure, including:

- » Minor geometric changes to the Strand Street roadway, including extension of two lane section and changes to the westbound carriageway road width to create a widened sidewalk on the south side;
- » A 3.0m wide sidewalk on the northern side of Strand Street;
- » Two stormwater connections for the new parking area on the northern side of Strand Street;
- » Onsite stormwater infrastructure, including a dual-purpose detention facility combined with the sports field and conventional stormwater infrastructure including catchpits and pipelines on the remainder of the site;
- » A new potable water connection off Hudson Street; and
- » Onsite sewer infrastructure.

Geotechnical interventions to reduce the risk of rockfalls on the exposed quarry faces, including (subject to detailed design):

- » Rockface stabilisation with draped wire mesh over most of the northern and western rockfaces; and
- » Rockfall barriers in the central part of the western rockface, comprising berms, low walls, or catch fences.

Provide a description of any other activity alternatives investigated.

The activity alternative presented for assessment is the outcome of an extensive, iterative, constraints-led and consultative design process and represents an optimisation of the many competing and sometimes conflicting needs on this strategic site. It is the culmination of the investigation of many, iteratively-developed alternatives – it would not add value to present these alternatives for comparative assessment, but their consideration has been the subject of both technical and consultative inputs. These involved the following key activities, each of which informed and refined the preferred alternative presented in this BAR:

- » A series of focused workshops with representatives of community organisations, including residents associations, sporting clubs, faith-based and cultural organisations, local businesses, tourism associations, and heritage conservation bodies. These comprised a total of six meetings held on the site between March 2023 and June 2023, which incorporated site walkabouts, discussion of a three-dimensional model of the site, and brainstorming of inputs regarding local needs and expectations for the quarry site.
- » Engagement with various governmental stakeholders including City of Cape Town departments and SANParks, including presentations and discussions on the status quo, project proposals, and concept designs.
- » Technical inputs and design indicators arising from the following professional studies and assessments:
 - » Urban design (Meyer & Associates)
 - » Planning and land use management (@Planning)
 - » Landscape planning (Terra+)
 - » Civil engineering (HHO)
 - » Electrical engineering (Claassen Auret)
 - » Geotechnical engineering (HHO)
 - » Cultural and architectural heritage (Bridget O'Donoghue)

- » Archaeology (ACO Associates)
- » Visual impact (David Gibbs)
- » Transport engineering (HHO)
- » Living heritage (Dr Josette Cole with Rosie Campbell of Design for Development)
- » A public participation process in November-December 2023, incorporating widespread advertising, a 30-day comment period, and an open day held on the site.

The proposed and preferred activity alternative aligns with the Bo-Kaap LSDF and other planning frameworks, and takes account of the historic, religious, and cultural significance of the site.

Previous designs developed for the site include that undertaken in 2018 for the Property Management Department of the City of Cape Town, which established a high-density mixed-use development scenario with three levels of basement parking, 3 343 m² of retail development, 4 192 m² of commercial development, 197 residential units, and a total bulk of 18 736 m² accommodated in buildings of up to 30 m in height and located within the main quarry space. The proposals included a linear park along the length of the wall, characterised by hard landscaping, space for seating and space for pause and reflection, and outdoor amphitheatre space. This design would not respond adequately to the heritage indicators identified in the current design, nor would it provide for the sports facilities identified as a primary local need.

Provide a motivation for the preferred activity alternative.

The preferred activity alternative responds sensitively to the very high cultural value of the quarry site by maintaining views of the significant rockfaces, incorporating intangible heritage into the public realm, and proposing land uses responding to the expressed needs of local community representatives.

Provide a detailed motivation if no activity alternatives exist.

No other activity alternative would suit the purpose and the need of the proposed redevelopment at this location.

List the positive and negative impacts that the activity alternatives will have on the environment.

The proposed Strand Street Quarry redevelopment will have the following impacts:

- » Archaeological impacts on any existing buried archaeological resources
- » Visual impacts during construction
- » Traffic congestion caused by construction traffic
- » Dust and noise pollution generated due to construction activities
- » Employment creation and economic benefits due to construction activities
- » Visual impacts during the operational phase
- » Transport impacts during the operational phase
- » Impacts on cultural heritage due to the development of the site and operation of existing buildings
- » Impacts on cultural heritage due to the implementation of the Landscaping Plan
- » Impacts on cultural heritage due to the proposed memorialisation and interpretation
- » Impacts on cultural heritage due to the proposed geotechnical structures on the quarry face
- » Impacts on cultural heritage due to security arrangements for the metro police and electrical uses of the site
- » Risk of rockfalls in unstable sections of rockface resulting in injury or property damage

	» Optimisation of public assets by promoting sports, recreation, tourism and cultural heritage values on an underutilised site » Employment creation and economic benefits due to operation of commercial and related uses on the site » Noise impacts during the operational phase of the redeveloped Strand Street Quarry
1.3.	Design or layout alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts
Provide a description of the preferred design or layout alternative.	
Please refer to the description of the preferred alternative as presented above.	
Provide a description of any other design or layout alternatives investigated.	
The design and layout alternative presented for assessment is the outcome of an extensive, iterative, constraints-led and consultative design process and represents an optimisation of the many competing and sometimes conflicting needs on this strategic site. It is the culmination of the investigation of many, iteratively-developed alternatives – it would not add value to present these alternatives for comparative assessment, but their consideration has been the subject of both technical and consultative inputs. Factors considered in reaching the preferred design and layout alternative included: » Aesthetic and heritage considerations in relation to key visual features on the site, especially the quarry face » Retention of historic structures, including those located along Strand Street » Retention of structures necessary to operations and utility infrastructure, including the Metro Police and electrical buildings » The space requirements of a multi-use sports field serving as many sporting codes as possible, in relation to the constraints of the site dimensions » The need to provide for adequate parking and circulation space » Pedestrian access and public realm aspects » Landscaping, stormwater management, and amenity aspects.	
Provide a motivation for the preferred design or layout alternative.	
The proposed design alternative fulfils the proposed redevelopment vision of the Strand Street Quarry, and provides cultural heritage, economic, tourism, and sports facilities, which serve to benefit the surrounding local community and the Cape Town metropolitan area more generally.	
Provide a detailed motivation if no design or layout alternatives exist.	
Differing local community needs and expectations were identified through this process, and included: » Unlocking economic and tourism potential of the site by creating trading spaces for local businesses, enabling the site as a food and trade destination, ensuring commercial use benefits to the Bo-Kaap community as well as building parallel with Strand Street, and ensuring the linear market provides an 'authentic' experience. » Recognising the urgent need for sports facilities within the community, and enabling multi-use of a rugby sized sports field, and various sporting codes, including facilities for club houses, change rooms, ablutions, as well as parking. » Recognition of the heritage significance of the site, and ensuring that it is reflective within design features. The need for documenting the heritage significance of the site emerged through this process, which was further explored in Living Heritage project. The heritage significance of the site was prioritised, as local community expressed the need for provision to be created within the site, where it can be used for cultural purposes.	

- » Existing municipal uses and needs, including space for Safety & Security (Metro Police, Law Enforcement and Events), Recreation & Parks, Electricity, Urban Mobility (Strand Street and parking) and electrical infrastructure on the site.

The urban design guidelines respond to local community needs and expectations, as expressed during the design-phase engagements. This is illustrated in the following design features:

- » Wayfinding signage and lighting: This design feature provides interpretative signage on and within the immediate site context. It provides visual guidance for people at street levels and cohesive design. Important locations for this include the main entrance forecourt off Hudson Street; along Strand Street at the future Bo-Kaap heritage exhibition space (memory centre) and at the bus layby along Strand Street. Prioritising the view of quarry, the signage is strategically positioned and sized for future buildings and structures, with no illuminated and visually instructive signage.
- » Traffic calming interventions (including new surface treatments at the entrance forecourt, extending into Hudson and Strand Street)
- » Retention of the existing historic buildings (Stone Shed, the Old Fire Station, and the two row houses prioritised for restoration and renovation for the uses specified in the SDP
- » Linear markets to attract/generate economic activity

No design and layout alternative significantly different from that proposed would suit the purpose and the need of the proposed redevelopment at this location, while responding to the constraints, indicators, and consultation outcomes described above.

Trade-offs made in the resolution of the current concept included:

- » Space allocation to sports uses instead of general open space amenity, with the minimum size of a rugby field in relation to the space constraints on the site being the primary determining factor here;
- » The retention and consolidation of metro police uses on the site, with a defined and secure precinct being established in place of the current, diffuse use of large parts of the site;
- » Exclusion of pedestrian access up the rockface or to the adjoining quarries, in part because of its incompatibility with the proposed metro police facilities and in part because of the challenging topography of this part of the site;
- » The location of most of the new development along Strand Street, which reduces the views of the rockface from this edge but which is necessary to establish a perimeter block that provides for safety, passive surveillance, and active frontages.

The proposed layout was developed iteratively through a significant co-design process with community organisations and interested parties. This took place over the course of 18 months, commencing in March 2022 and culminating in the presentation of a draft concept in a pre-application public participation process in November 2023. Key aspects of the proposed layout alternative include:

- » the central sports field, occupying the largest portion of the site and sized for the relevant codes;
- » a perimeter-block design that extends the existing built edge along Strand Street, providing for separation of the sports field from the busy road and passive surveillance for safety and security;
- » retention of key existing buildings including the historic stone building, the old fire station, two row houses, the Metro Police office building, and buildings housing electrical infrastructure; and
- » an active public realm and transport infrastructure for both motorised and non-motorised modes.

Although alternative designs and layouts are not comparatively assessed, the preferred alternative presented for authorisation is itself the result of the ongoing consideration and refinement of options.	
List the positive and negative impacts that the design alternatives will have on the environment.	
The proposed Strand Street Quarry redevelopment will have the following impacts: » Archaeological impacts on any existing buried archaeological resources » Visual impacts during construction » Traffic congestion caused by construction traffic » Dust generated due to construction activities » Noise pollution generated due to construction and operational activities » Employment creation and economic benefits due to construction activities » Impacts on cultural heritage due to the proposed geotechnical structures on the quarry face » Visual impacts during the operational phase » Impacts on cultural heritage due to the development of the site and operation of existing buildings » Impacts on cultural heritage due to the implementation of the Landscaping Plan » Impacts on cultural heritage due to the proposed memorialisation and interpretation » Impacts on cultural heritage due to the proposed geotechnical structures on the quarry face » Impacts on cultural heritage due to security arrangements for the metro police and electrical uses of the site » Risk of rockfalls in unstable sections of rockface resulting in injury or property damage » Optimisation of public assets by promoting sports, recreation, tourism and cultural heritage values on an underutilised site » Employment creation and economic benefits due to operation of commercial and related uses on the site	
1.4.	Technology alternatives (e.g., to reduce resource demand and increase resource use efficiency) to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.
Provide a description of the preferred technology alternative:	
An assessment of the stability of the quarry side slopes was undertaken by geotechnical specialist Bruce Barratt of HHO, forming part of the preliminary geotechnical investigations at the site. The assessment notes that as the site is a closed hard rock quarry, there remains an element of risk of rockfalls from the quarry's western slopes, particularly the central portion where weathered rock and previously fallen rock is present. HHO subsequently developed various alternatives to secure the quarry face and mitigate the risk of rockfalls, given that the proposed design incorporates public access to the base of the quarry walls. The proposed option involves the installation of stabilisation measures or rockfall protection to the entire rockface. This removes the need for a rockfall safety buffer at the base of the slope. This option requires no restrictions to development, activities or access beneath any of the quarry faces. The stabilisation measures and rockfall protection likely to be adopted at the site are only conceptually identified, but would most likely comprise limited rock bolts where necessary and rockfall netting. The rockfall netting is a wire mesh that is pinned to the rockface from top to bottom and allows rocks to fall in a controlled fashion behind it. The rockfall netting is suited to the near-vertical rock faces in the southern and northern parts of the site. A catch fence or barrier may be a more suitable solution for the quarry slope in the western part of the site where weathering and toppling of the materials is actively occurring and cannot be stabilised with netting. This would be a barrier constructed at the foot of the slope to catch any falling material or rocks and physically arrest them.	
Provide a description of any other technology alternatives investigated.	

Other technology alternatives included the use of shotcrete applied to the rockface, instead of the proposed rockfall netting. This option would be visually intrusive and would obscure the rockface far more than the proposed alternative.	
Provide a motivation for the preferred technology alternative.	
The preferred alternative is visually acceptable, according to the visual impact assessment, and will provide for safe access to the base of the rockface and on the sportsfield. It is significantly less obtrusive than shotcrete, and allows the proposed uses of the site to continue unimpeded.	
Provide a detailed motivation if no alternatives exist.	
This is not applicable to the proposed redevelopment.	
List the positive and negative impacts that the technology alternatives will have on the environment.	
The proposed rockface stabilisation will have the following impacts: » Visual impacts during construction » Impacts on cultural heritage due to the proposed geotechnical structures on the quarry face » Visual impacts during the operational phase » Impacts on cultural heritage due to the proposed geotechnical structures on the quarry face » Reduced risk of rockfalls in unstable sections of rockface » Optimisation of public assets by promoting sports, recreation, tourism and cultural heritage values on an underutilised site	
1.5.	Operational alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.
Provide a description of the preferred operational alternative.	
The proposed activities do not have an operational component in terms of the NEMA EIA requirements, and operational alternatives are not applicable to the proposed redevelopment.	
Provide a description of any other operational alternatives investigated.	
Operational alternatives are not applicable to the proposed redevelopment.	
Provide a motivation for the preferred operational alternative.	
Operational alternatives are not applicable to the proposed redevelopment.	
Provide a detailed motivation if no alternatives exist.	
The proposed activities are limited to conceptual design, detailed design, and construction phases, and are not anticipated to have significant operational alternatives.	
List the positive and negative impacts that the operational alternatives will have on the environment.	
No operational alternatives have been identified as this is not applicable to the proposed redevelopment site.	
1.6.	The option of not implementing the activity (the 'No-Go' Option).
Provide an explanation as to why the 'No-Go' Option is not preferred.	
The No-Go alternative is the option of not implementing the proposed development and is the benchmark against which the impacts of the proposed development can be evaluated. In this	

alternative, the site would stay as it currently is and the redevelopment would not take place (i.e.: the status quo remains). Leaving the site as is would entail the infrastructure remaining as is.

A brief overview of the status quo that would remain is presented below:

- » An underused and unsafe public open space, vulnerable to informal settlement.
- » Utility and municipal uses of the existing buildings on the site, for operational and internal purposes.

The existing uses, which comprise utility infrastructure and law enforcement operational uses, would continue, but no new community facilities, commercial space, transport and parking infrastructure, and sports-related infrastructure would be developed. The existing users will continue to utilise the proposed site and little social or economic value and beneficiation will be realised from the space. The status quo is also associated with rough sleeping, illegal occupation of land and a possible contribution to crime in the immediate vicinity of the site. The no-go alternative has significant opportunity costs in relation to the non-provision of community facilities, the continued degradation of a national heritage site, and is not the preferred option.

1.7.	Provide an explanation as to whether any other alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts, or detailed motivation if no reasonable or feasible alternatives exist.
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The only alternative comparatively assessed, other than the preferred alternative is the No-go option, which refers to not proceeding with the proposed use of the site. This option would result in opportunity costs in both the short and long term. Any other proposed use of the site would not align with the redevelopment vision and will fail to maintain the historically and culturally embedded, unique character of the Strand Street Quarry.

Other options and alternatives considered and discarded in the design process included:

- » the use of the site exclusively for municipal safety and security and utility purposes;
- » a mixed-use economic- and tourism-focused development over much of the quarry floor as proposed in a 2021 framework for the site;
- » various configurations of sporting codes and field sizes, considered in consultation with local sports clubs and resulting in the choice of the proposed rugby-sized multi-sport field, cricket nets, and a rooftop netball court;
- » options for the design of the Metro Police facilities on the site, including a five-storey building on the footprint of the existing office building, a two-storey building against the quarry face, and the revised proposal for a two-storey building against the quarry face and relocated to create sufficient space for electrical infrastructure maintenance access;
- » options for the stabilisation of the rockface, including an option without physical intervention and with a buffer zone that would limit use of the sport field and prevent the proposed heritage walk, an option with limited interventions that would require restrictions on access along the rockface, a shotcrete stabilisation option with severe visual impacts, and the preferred option of rockfall netting that provides full access to the base of the rockface;

1.8.	Provide a concluding statement indicating the preferred alternatives, including the preferred location of the activity.
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The City of Cape Town proposes to redevelop the Strand Street Quarry site into a multi-use facility focused on sports, economic, tourism, and heritage uses. The preferred (and only) property and site alternative is the Strand Street Quarry located on the remainder of erf 367, erf 617, and a portion of unregistered state land in Cape Town. The site is located between the historic residential neighbourhoods of the Bo-Kaap and de Waterkant, and on the edge of the central business district.

The site is bounded by Hudson Street to the south, by Strand Street, Vos Street, and a row of houses on Loader Street to the east, and by the quarry walls to the north and west.

A conceptual site development plan was prepared for the site through a consultative and iterative process involving community stakeholders and technical inputs. It includes the following land uses:

Sports facilities: The sports focus aims to address the lack of community sports centres in the area and revitalise underutilised public open space. The sports facilities proposed on the quarry site would include:

- » a multi-use sports field and other facilities, with the main field sized to accommodate various sporting codes including rugby (as a training field) and soccer; as well as netball and handball courts and cricket practice nets; and
- » other sports related infrastructure including a facilities management office, spectator stands, space for tuck shops, and ablutions.

Economic and tourism facilities: The facilities proposed for economic and tourism generation include:

- » a new restaurant space located within an existing row house along Strand Street;
- » a linear market and trade space along the length of the sports field;
- » a food and spice market; and
- » spatial provision for a future potential cable car station connecting the quarry with Signal Hill (the development of which is not included in this application and is subject to feasibility and other future processes).

Community and social facilities on the proposed redevelopment site will consist of:

- » a museum and exhibition space in the historic Old Fire Station building for cultural and historical purposes;
- » a rooftop garden and contemplation space;
- » a contemplation and prayer space at the base of the quarry face (centred around the existing minbar structure); and
- » a historical timeline walk along the quarry face with interpretative signage.

Utilities and safety interventions: Proposed utilities and safety interventions on the site include:

- » provision for use of the main sport field for parade and other outdoor purposes;
- » an existing electrical substation and switchgear;
- » the existing Metro-Police office building located near the Hudson Street entrance;
- » a new vehicle access and gatehouse; and
- » a new Metro-Police and Law Enforcement 'back of house operations' building located at the western edge of the site; and
- » under-field parking and storage for the Metro Police.

Public realm upgrades and improved pedestrian infrastructure will include:

- » a new public 'plaza square' forecourt providing access from Hudson Street to the site;
- » new pedestrian walkways around the existing Jami'a Masjid, along Chappini and Hudson streets and along Strand Street;
- » a new pedestrian crossing over Vos Street;
- » a new signalised pedestrian crossing over Strand Street;

- » public realm installations with a heritage and cultural focus, including archways, murals, wayfinding signage, and interpretive signage;
- » hard and soft landscaping including wayfinding signage, appropriate pedestrian-oriented surface treatments along Hudson Street, and a portion of Castle Street, including pedestrian crossings and traffic calming measures across the busy Strand Street;
- » planting of new tree boulevards along Strand Street and to frame the entrance at Hudson Street;
- » new trees along the vehicle access-way leading to the new Metro Police building, and the parking area across Strand Street to form 'landscape rooms'; and a
- » potential extension of the road median and median break within Strand Street, alongside new tree plantings.

Vehicle Parking: The proposed estimated vehicle parking provision on the redevelopment site includes:

- » Expanded parking areas on the eastern side of Strand Street comprising approximately 73 vehicle bays, replacing the current +/- 20 bays in the existing informal parking;
- » Parking on the site, in a semi-basement accommodating 43 bays under a new building, accessed from the new Strand Street Quarry access; and
- » Dedicated Metro-Police parking comprising 16 outside bays and 46 basement parking bays under a portion of the sports field.

Supporting and utilities infrastructure, including:

- » Minor geometric changes to the Strand Street roadway, including extension of two lane section and changes to the westbound carriageway road width to create a widened sidewalk on the south side;
- » A 3.0m wide sidewalk on the northern side of Strand Street;
- » Two stormwater connections for the new parking area on the northern side of Strand Street;
- » Onsite stormwater infrastructure, including a dual-purpose detention facility combined with the sports field and conventional stormwater infrastructure including catchpits and pipelines on the remainder of the site;
- » A new potable water connection off Hudson Street; and
- » Onsite sewer infrastructure.

Geotechnical interventions to reduce the risk of rockfalls on the exposed quarry faces, including (subject to detailed design):

- » Rockface stabilisation with draped wire mesh over most of the northern and western rockfaces; and
- » Rockfall barriers in the central part of the western rockface, comprising berms, low walls, or catch fences.

The proposals are aligned with relevant policy and planning frameworks including the City of Cape Town's 2023 Municipal Spatial Development Framework (SDF), the 2023 Table Bay District Spatial Development Framework, and the 2023 Bo-Kaap Local Spatial Development Framework, and arise from policy imperatives to leverage the opportunities and the unique sense of place of the area, whilst preserving its identity and culture. The local SDF identified the site as having the potential to serve as a multi-functional community facility with the provision of mixed-use development along the edges.

2. “No-Go” areas

Explain what “no-go” area(s) have been identified during identification of the alternatives and provide the co-ordinates of the “no-go” area(s).
No “no-go” areas are identified on the site, which has no significant biophysical sensitivities.

3. Methodology to determine the significance ratings of the potential environmental impacts and risks associated with the alternatives.

Describe the methodology to be used in determining and ranking the nature, significance, consequences, extent, duration of the potential environmental impacts and risks associated with the proposed activity or development and alternatives, the degree to which the impact or risk can be reversed and the degree to which the impact and risk may cause irreplaceable loss of resources.
This section outlines the assessment methodology and legal context for specialist studies, based on the DEAT 2006 Guideline on Assessment of Alternatives and Impacts.¹ Where applicable, specialist assessments were conducted in accordance with the <i>Procedures for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the National Environmental Management Act, 1998, when applying for environmental authorisation</i> (GN 320 and 1150 of 2020). Where the 2006 Guideline conflicts with the 2020 Procedures, the latter took precedence. Impacts are defined as the changes in an environmental parameter that result from undertaking an activity. The change is the difference between the effect on the environmental parameter where the activity is undertaken compared to that where the activity is not undertaken. Impacts occur over a specific period and within a defined area. Impacts may occur during the construction, operation, and decommissioning phases of the development. They may be direct, indirect and/or cumulative in nature. » Direct impacts are impacts that are caused directly by the activity and generally occur at the same time and at the place of the activity. These impacts are usually associated with the construction, operation or maintenance of an activity and are generally obvious and quantifiable. » Indirect impacts of an activity are indirect or induced changes that may occur as a result of the activity. These types of impacts include all the potential impacts that do not manifest immediately when the activity is undertaken or which occur at a different place as a result of the activity. » Cumulative impacts, in relation to an activity, means the past, current and reasonably foreseeable future impact of an activity, considered together with the impact of activities associated with that activity, that in itself may not be significant, but may become significant when added to the existing and reasonably foreseeable impacts eventuating from similar or diverse activities. In order to identify potential impacts (both positive and negative) the nature of the proposed project is interrogated so that the impacts associated with the project can be assessed. The process of identification and assessment of impacts included:

¹ DEAT 2006. Guideline 5: Assessment of Alternatives and Impacts in support of the Environmental Impact Assessment Regulations, 2006.

1. Determining the current environmental conditions in sufficient detail so that there is a baseline against which impacts can be identified and measured, including by:
 - o Determination of site conditions via a visual inspection;
 - o Review of recent and historical aerial imagery; and
 - o Specialist assessments as required.
2. Determining future changes to the environment that will occur if the activity does not proceed, based on knowledge of local conditions, trends, and processes and on specialist assessment;
3. Developing an understanding of the activity in sufficient detail to understand its consequences; and
4. The determination of significant impacts which are likely to occur if the activity is undertaken.

As per the NEMA requirements, the following criteria have been applied to the prediction and assessment of impacts. Potential impacts are rated in terms of their:

- **Spatial extent** – The size of the area that will be affected by the impact:
 - o Immediate (site only);
 - o Local (<2 km from site);
 - o Regional (within 30 km of site);
 - o National; or
 - o International.
- **Intensity** – The anticipated severity of the impact:
 - o High (severe alteration of natural systems, patterns or processes);
 - o Medium (notable alteration of natural systems, patterns or processes); or
 - o Low (negligible alteration of natural systems, patterns or processes).
- **Duration** – The timeframe during which the impact will be experienced:
 - o Temporary (less than 1 year);
 - o Short term (1 to 6 years);
 - o Medium term (6 to 15 years);
 - o Long term (the impact will cease after the operational life of the activity); or
 - o Permanent (reversal will not occur in such a way or in such a time span that the impact can be considered transient).
- **Reversibility** – The extent to which the impacts will be reversible when the project has reached the end of its life cycle (decommissioning phase, if applicable):
 - o High reversibility of impacts (impact is highly reversible at end of project life);
 - o Moderate reversibility of impacts;
 - o Low reversibility of impacts; or
 - o Impacts are irreversible (impact is permanent).
- **Irreplaceability of resources lost** – the degree to which the impact causes irreplaceable loss of resources:
 - o High irreplaceability of resources (project will destroy unique resources that cannot be replaced);
 - o Moderate irreplaceability of resources;
 - o Low irreplaceability of resources; or
 - o Resources are replaceable (the affected resource is easy to replace/rehabilitate).

Using the criteria above, the impacts are further assessed in terms of the following:

- **Probability** – The probability of the impact occurring:
 - o Improbable;
 - o Unlikely;
 - o Probable; or

- Very likely.
- **Significance** – Will the impact cause a notable alteration of the environment?
 - Low to very low (the impact may result in minor alterations of the environment and can be easily avoided by implementing appropriate mitigation measures, and will not have an influence on decision-making);
 - Medium (the impact will result in moderate alteration of the environment and can be reduced or avoided by implementing the appropriate mitigation measures, and will only have an influence on the decision-making if not mitigated); or
 - High (the impacts will result in major alteration to the environment even with the implementation on the appropriate mitigation measures and will have an influence on decision-making).
 - Status - Whether the impact on the overall environment will be:
 - Positive - environment will benefit from the impact;
 - Negative - environment will be adversely affected by the impact; or
 - Neutral - environment will not be affected
- **Confidence** – The degree of confidence in predictions based on available information and specialist knowledge:
 - Low;
 - Medium; or
 - High.

Impact mitigation measures have been incorporated into the EMPr, which includes where appropriate:

- Standards for measuring and monitoring mitigatory measures and enhancements, and a programme for monitoring and reviewing the recommendations to ensure their ongoing effectiveness; and
- Mitigation and management measures to avoid or reduce negative impacts.

Other aspects taken into consideration in the assessment of impact significance are:

- Impacts are evaluated for the construction and post-construction phases of the development.
- Impacts are evaluated with and without mitigation, stating the effectiveness of mitigation measures to reduce the significance of a particular impact;
- The impact evaluation takes into consideration the cumulative effects associated with this and other projects which are either developed or in the process of being developed in the local area; and

The impact assessment attempts to quantify the magnitude of potential impacts (direct and cumulative) and outline the rationale used.

4. Assessment of each impact and risk identified for each alternative.

Note: The following table serves as a guide for summarising each alternative. The table should be repeated for each alternative to ensure a comparative assessment. The EAP may decide to include this section as Appendix J to this BAR.

Please refer to Appendix J of this BAR for a comparative assessment of impacts in the prescribed tabular format. Impact assessments and mitigation measures are described in the following section.

SECTION I: FINDINGS, IMPACT MANAGEMENT AND MITIGATION MEASURES

1.	Provide a summary of the findings and impact management measures identified by all Specialist and an indication of how these findings and recommendations have influenced the proposed development.
The following specialist assessments were undertaken, and are included in Appendix G to this BAR: » Cultural and architectural heritage (Bridget O'Donoghue) » Archaeology (David Halkett of ACO Associates) » Visual impact (David Gibbs) – <u>revised in the final BAR</u> » Living heritage (Dr Josette Cole with Rosie Campbell of Design for Development) – included in HIA » Transport engineering (Stef Naude of HHO) » Geotechnical (Bruce Barratt of HHO) Other assessments and designs informing the project proposals include: » Urban design concept (Meyer & Associates) » Landscape framework plan (Terra+) » Civil engineering services assessment (HHO) » Stormwater management plan (HHO) » Electrical services assessment (Claassen Auret) The findings and impact management measures identified are summarised below for each specialist assessment. Please refer to the original appended specialist reports for full details. -- Heritage Impact Assessment (O'Donoghue, 2024) A Heritage Impact assessment (HIA) was conducted by Bridget O'Donoghue, in fulfilment of the requirements specified in a response to the Notice of Intent to Develop submitted to Heritage Western Cape (see Appendix E1). The HIA incorporates specialist inputs as specified by HWC, namely an archaeological assessment, an architectural analysis, a townscape assessment, a cultural assessment, a living heritage study and a visual impact assessment. <u>Minor revisions to the HIA and VIA have been made in response to comments received.</u> Bridget O'Donoghue (B Arch, UCT; M Phil (Environmental Science), (UCT) has extensive heritage experience in heritage assessments and management of heritage resources for public organizations and the private sector. As a qualified Architect and accredited Professional Heritage Practitioner, Bridget has focused on heritage management since 2000. Prior to establishing her practice Bridget was employed by the City of Cape Town (CoCT) from 2000 – 2007. As a consultant heritage practitioner, Bridget is responsible for heritage impacts assessments, heritage statements, survey of heritage resources and applicable guidelines. Clients include the National and Provincial Government entities, local municipalities in the Western Cape and private companies and individuals. O'Donoghue notes that the Strand Street Quarry, with the adjacent Prayer and Wash House Quarries, are the oldest slate stone quarries in Cape Town. The Strand Street Quarry is one of the earliest tangible records of a colonial presence in the country and is a record both of the reliance	

on source material for the early development of Cape Town and a reminder of the reliance on slave labour to extract this material. The sites have been and are still a tangible place of memory for the local community and retain strong international religious ties. It has also served in the recent past as a community focus for the local community both as an open space amenity and as an informal and formal sports field. She assesses the following impacts:

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

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

The findings of the heritage impact assessment are as follows.

Impacts on cultural value

The impact of the proposed development on the site's cultural value is assessed as positive, with a focus on preserving and potentially enhancing its existing significance. The high significance of the site will be retained and potentially enhanced by the proposed development as the site will become a living heritage site that allows people to practice their cultural traditions and beliefs. The site's cultural values have informed the application and will be retained. The proposals promote the site's cultural values and allows access and opportunities for the local communities to practice their spiritual beliefs, recreate and socialise, provide information on the history of the site, and upgrade historic structures for public use.

Impacts on visual qualities

The impacts on the visual qualities of the site are assessed as positive, with an emphasis on preserving its cultural significance and visual appeal. The concept design is intended to retain the high cultural value of the area, with the primary focus on the sports field, landscaped heritage walks, and the integration of buildings along Strand Street. These elements contribute to a cohesive landscape character that complements the quarry face, with the small footprint of the proposed structures ensuring that the natural and historic features of the site remain dominant. The visual dominance of the quarry face is preserved both from within the site and from key vantage points in the surrounding context. The design of the proposed buildings along Strand Street is deliberately low in scale, allowing for unobstructed views of the quarry face from the entrance plaza, field, and various vantage points within the site. This ensures that the quarry face remains a prominent visual feature.

To make the site safe for public use, geotechnical interventions are necessary due to the natural conditions of the quarry face. The selected safety measures, including rockfall mesh and low walls, have been selected to minimise visual impact, ensuring that the site's aesthetic and historic integrity are preserved while providing a safe environment for visitors.

Impacts on visual and physical accessibility

The impacts on the visual and physical accessibility of the site are assessed positively. Public accessibility is enhanced through the design of safe and comfortable sidewalks and street crossings from Hudson and Strand Streets. The visual impact assessment (VIA) confirms that the site will remain visually accessible from the surrounding areas, reinforcing spatial and visual

connections between the site and adjacent suburbs. While the development of a cableway link to Signal Hill is contingent on future agreements and further planning, pedestrian access to the Lion Battery from the site is encouraged for exploration during the detailed design phase.

Impacts of / on use of the site

The impacts on the use of the site are assessed as highly positive, with the development focusing on public access, cultural recognition, and community benefit. The proposal aims to provide safe access for residents, allowing them to engage in religious, sporting, and recreational activities while celebrating the Bo-Kaap's cultural significance. The site is also promoted as a visitor destination with opportunities for sharing information about its cultural and historic values.

The design respects the spiritual value of the site to the community, incorporating elements such as a Heritage Walk, interpretive signage, and spaces for prayer, all informed by public engagement. The site is treated as a cultural landscape, preserving the quarry face's dominance and providing recreational, sporting, and commercial opportunities that celebrate local culture.

The open 'green' area of the site is retained as a significant public space, with the quarry floor designed as a multi-use sports field, including a full-sized rugby pitch, cricket net, and netball court. This area serves as a transition from the urban environment to the National Park while honouring the community's long history of playing rugby. The location of buildings along the site's edges ensures that the quarry face remains visually unobscured from the quarry floor, preserving important views from Strand Street and surrounding areas. Ground levels will be manipulated to maximise the site's potential, providing necessary facilities like parking for the Metro Police while maintaining the site's overall integrity and accessibility.

Heritage impacts on site's existing buildings

The impacts of the new development on the site's existing buildings are assessed as generally positive, with an emphasis on preserving and enhancing the historic structures. The proposal to retain, restore, and repurpose the historic buildings on Strand Street is supported, particularly the plan to convert the former fire station into a Memory Centre. Access to the upper historic buildings from both Strand Street and within the site is important for activating the street and maintaining historical connections. The plan to demolish non-essential and non-conservation worthy structures is assessed as neutral. The new development does not overshadow or overpower the significant historic buildings within the site, and visual access to the quarry face from Bo Kaap and the CBD is preserved. Resolution of the detailed design of the existing stone staircase at the entrance of the semi-detached buildings is recommended, to accommodate a new pedestrian sidewalk designed to improve the pedestrian experience along Strand Street.

Heritage impacts of new buildings on site

The heritage impact of the new buildings on the site is assessed as positive, with careful consideration having been given to cultural significance, architectural integration, and preservation of historic urban patterns. The design enhances the site's value as a public resource, offering views of landmarks such as the quarry face, Bo Kaap, CBD, Table Mountain, and Table Bay from new buildings. The scale and massing of the buildings are aligned with the historic context of Bo Kaap and de Waterkant, ensuring that the new structures complement the surrounding environment. The orthogonal alignment of the buildings with the street grid and the use of stone cladding on the Strand Street facade reinforce the historic urban pattern and aesthetic. Raked seating is integrated between the market and sports field, contributing to the site's functionality. The placement of the Metro Police building is assessed as neutral, with potential redevelopment

options to be explored in the detailed design phase to minimize its impact on the site's cultural value. Historic buildings are carefully integrated into the overall design, with access routes positioned to avoid compromising their integrity, ensuring that the new development respects and enhances the historic character of the site.

Heritage impacts on streetscapes

The proposed development along the Strand Street edge is assessed positively, emphasising increased passive surveillance, pedestrian friendliness, and the activation of public spaces. The new buildings are designed with roofscape activities and windows overlooking Strand Street, ensuring that the area is more engaged and secure. The existing historic buildings are proposed to house various community-oriented functions, including the Metro Police Hall, a museum and exhibition space, a site manager's office, and a restaurant. These functions, along with the upper two buildings that have access from Strand Street, will contribute to a more lively and active street edge.

The entrance to the basement parking area is located off Strand Street, integrating the site with the surrounding urban environment. The development plans to make Strand Street more pedestrian-friendly than it currently is, with the detailed design phase set to explore visually striking elements, such as murals, street art, street furniture, and signage, to enhance the street's character and appeal.

The public environment will see significant upgrades, including enhanced non-motorised transport (NMT) options on Strand Street and at key intersections like Strand/Hudson and Strand/Vos Streets. The sidewalks and plaza spaces create generous pedestrian areas. Together with the use of different street surfacing to upgrade Hudson Street as well as the entrance plaza, these changes will contribute to a more welcoming and visually appealing public realm.

Heritage impacts on access to the site

The heritage impact on site access is assessed positively, with recommendations to improve connectivity between the site and Signal Hill in the future. The design has reserved space for a future cableway to Signal Hill, although agreements between SANParks and the City of Cape Town are needed before proceeding with the necessary applications.

Heritage impacts on surrounding streets

The heritage impact on surrounding streets is assessed positively, with the stated intention of preserving existing granite street kerbs for reuse and also maintain the stone channel on the southern edge of Strand Street. The design effectively reflects the surrounding environment, particularly the Strand Street streetscape, through careful consideration of form, mass, architecture, and scale. Hudson Street, being a minor road, is treated differently in the design, emphasising its lower status compared to Strand Street.

Heritage impacts of memorialization and interpretive signage

The heritage impact related to memorialisation and interpretive signage is assessed positively. The design integrates interpretive signage throughout the site, informed by the Living Heritage study, to celebrate the rich cultural heritage of the Bo-Kaap community. This includes wayfinding, interpretive signage, spaces for contemplation and prayer, and a Heritage Walk, designed to be accessible, inclusive, and reflective of the local area's intangible heritage. The design principles emphasise the use of sustainable and local materials, local artists, and interactive elements that blend old and new.

Heritage impacts of the landscape plan

The heritage impact of the landscape plan is assessed positively, with the design responding to the key heritage indicators relating to visual framing, lighting, urban furniture, and green infrastructure approaches. The unique quality of the site is expressed in the use of structured planting proposed for active spaces, walkways and other landscape elements such as retaining walls and storm-water management systems. Fence lines between the quarry face are visually permeable.

The addition of new tree planting and landscaping aims to create a distinct tree canopy in an area with low existing tree coverage, reinforcing the connection between the development and the surrounding landscape. The placement of trees in specific patterns not only establishes a hierarchy of green systems but also respects the contextual landscape patterns, embedding the project within its environment.

Lighting design has not yet been undertaken and is required during the detailed design phase, with key indicators being that precinct lighting should be controlled to avoid light pollution, including by shielding of light sources, sparing use of uplighting, and management of sports facility lighting.

Urban furniture, such as benches, will be installed along the Quarry face, creating spaces for prayer, picnics, walking, socializing, and watching sports. The pedestrian realm is designed to encourage these interactions, with detailed design still required. The introduction of the appropriate indigenous flora to the site is a component of the cultural value. The landscape approach and strategy will be one of mimicking the planting and grouping of plants in their natural setting

Mitigation measures recommended by the heritage impact assessment:

- » Management of the sports field on a fair use basis for various sporting codes and recreational uses;
- » Enabling of access to the stone facade building for public and events use on a fair basis with operational arrangements;
- » Continued public engagement with interested and affected parties in the detailed design process;

Recommendations for the detailed design phase include:

- » Development of the Urban Design Framework, Landscape Plan and living heritage design response within the development into a greater detail resolution;
- » Activation of the proposed buildings along Strand Street should ensure facade activation to Strand Street and views toward Table Bay.
- » Resolution of interfaces between the Metro Police, sports field and other facilities.
- » Exploration of the development of a pedestrian path from the site up Signal Hill's slopes (northern corner of the site).
- » Traffic assessments for improved safety at the shared public pedestrian and vehicular Metro Police access.

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Archaeological Impact Assessment (Halkett, 2024)

An Archaeological Impact Assessment (AIA) was conducted by David Halkett (Appendix G). David is a long standing member of the Association of Professional Archaeologists (ASAPA) and an accredited Principal Investigator of the Cultural Resource Management (CRM) section. With 34

years of working experience in heritage impact assessments, conservation and archaeological research, he has worked in a wide variety of contexts and participated in over a thousand heritage projects ranging from Heritage and Archaeological impact assessments, to mitigation of archaeological sites in suburban, rural and industrial (mining) situations. He has led field projects on behalf of both local and overseas research organisations, and continues to participate in research on an ad hoc basis. His research interests include aspects of the Middle and Later Stone Ages, and Colonial era of southern Africa and has co-authored a number of peer reviewed journal articles on these topics.

The AIA notes that over many years of quarrying, there would have been cumulative impacts on any possible pre-colonial archaeological resources. Most archaeological resources, except those relating to the most recent phases of quarrying and site use, may have already been removed or impacted by previous activities. There would appear to be very little in terms of visible archaeological resources, though the possibility of sub-surface remains of the quarrying activities cannot be entirely excluded. The remains of the quarrying infrastructure shown on the Thom plan are unlikely to be rated as highly significant resources, if indeed any still remain. The remains of the old traffic circle can still be identified by surface features, but again significance is considered to be low.

Sections of the old paved route used by Table Bay Harbour Board traction engines are preserved along the lower edge of the quarry behind the Loader Street houses – clearly a feature associated with the quarry, and rated to have moderate to low heritage significance. Its position may lend itself to being preserved and acknowledged within the proposed parking area.

There is no reason to believe that any cemeteries or burials are present in the site footprint, including most of Hudson Street. The site of an old Muslim cemetery to the north-east of the project footprint is the only one indicated on a number of maps (apart from the Tana Baru). That cemetery was unceremoniously removed for development in the 1960's and today, a ceremonial grave next to Somerset Road commemorates the site. This lies outside the project footprint.

The only archaeological impacts anticipated would occur during construction, and only if archaeological resources are in fact preserved below the surface of the site. New development is unlikely to result in significant further impact in the quarry footprint as all archaeological resources, except those relating to the most recent phases of quarrying and site use, are likely to have been removed. There is at present no evidence to suggest that burials ever took place in the quarry, and the circumstances of use of the site would similarly not identify the site as a good place for burial. Other known burial sites in the vicinity were available for use during the quarry lifetime.

The potential impacts on any existing buried archaeological resources are rated as having medium negative significance if not mitigated. With mitigation, they are assessed as having a low positive significance.

Mitigation measures

- » The AIA recommends monitoring of initial geo-technical excavations into the quarry bed for archaeological remains, documenting stratigraphy and bedrock elevation in the quarry bed and recording any remains and salvaging if feasible, as a mitigation measure. The observations will inform the need for further archaeological interventions, but a "Chance find Procedure" can probably be implemented for any further development-related invasive work in the quarry footprint.
- » If remains are uncovered during development, a detailed description should be provided.

- » If any remains are exposed in the course of development, they should be photographed, mapped and described. Any invasive excavations into the quarry bed must be in terms of a SAHRA (S27) permit.

Visual Impact Assessment (Gibbs, 2024)

A Visual Impact Assessment was conducted by David Gibbs (Appendix G). David Gibbs is a SACLAP-registered Professional Landscape Architect Environmental Planner and APHP-endorsed Professional Heritage Practitioner.

The assessment notes that the screening effect of foreground buildings and topography means that the site is only clearly visible to its immediate neighbours. The area is therefore considered to have Moderate Visual Sensitivity. The development proposes to occupy land already transformed by urban use and will insert into the urban fabric. The new development will fit partially into the surroundings but will be noticeable due to the transformation of the site. Therefore, the proposals would have Moderate Visual Intrusion. As a function of receptor sensitivity and anticipated magnitude of change, the sensitivity to visual change is of Moderate Significance, requiring mitigation through landscape and architectural measures. Critical viewpoints in the immediate context include Strand Street, Dixon Street, Vos Street, and Hudson Street.

Visual impacts during the planning, design, and development phase

During construction, the visual impacts include site clearance, earthworks, and installation of bulk infrastructure. These activities will cause significant visual disturbance, such as the removal of vegetation, earth-moving, and the presence of construction vehicles. This will alter the site's character and potentially overwhelm adjacent heritage resources, leading to a high probability of visual disruption. The magnitude of these impacts is medium, with limited potential for irreparable loss, but they can be managed and mitigated to a moderate extent. The geographic influence is local, and impacts are short-term, confined to the construction period. Before mitigation, these impacts are of low adverse significance. Post-mitigation, through measures like preserving existing trees and implementing architectural guidelines, the impacts are expected to be neutral.

As the development proposal is congruent with development strategies for the area and no fatal flaws are implicit within the proposed site development plans, localised and visual impacts perceived by the receptors can be reduced through the application of the mitigation measures as described below.

Whereas the exposed cut rockface is a primary visual feature of the site, from a scenic drive perspective, the primary orientation of the view is towards the ocean, rather than towards the mountain. Moreover, as the visual experience is dynamic (perceived in motion) fleeting views into the quarry site are afforded in the current condition, with some existing trees partially obscuring the views.

Given that the quarry is not a natural feature, but rather a cultural object, the preservation of the rock-face in its existing condition is not necessarily required: intervention to enable safe use of the area is certainly permissible. The use of loose rock material for building of retaining walls, building plinths and landscape details within the site should be explored creatively, with engineering safety requirements lead by landscape design. There is an opportunity to enhance the safety and useability of the rockface in a beautiful and sculptural manner, which would have a positive visual and spatial impact.

Visual impacts during the operational phase

The planning and design of the development has responded to contextual cultural landscape informants, including visual indicators and view considerations. Meaningful mitigation can reduce the significance of the visual impacts to 'neutral', meaning that the proposed development would cause no discernible deterioration to the existing views or visual resources, and is will in fact improve therefore likely to improve the current state of dereliction. As a result of an extensive consultative process, the SSQ re-develop proposals are well-resolved, contextually appropriate, and comfortably fitting within the urban context.

Considered holistically, therefore, the Visual Impact of the proposed development will cause little detrimental effect upon visual resources, environment or on human well-being; and with the implementation of the mitigation measures as described, should improve upon the existing visual, heritage and environmental quality standards, targets, and legal requirements; to the approval of the relevant authorities.

In the operational phase, the introduction of new buildings and infrastructure will create a contemporary layer on the cultural landscape. This may partially obscure the quarry rockface from surrounding streets, but effective urban landscape design and place-making can yield positive outcomes. The impacts include direct effects of new construction, indirect impacts on broader views, and induced effects like increased traffic. The magnitude of these impacts is low to medium, with a medium potential for avoidance and low for reversibility. These impacts are of medium adverse significance before mitigation. Post-mitigation, including retaining trees and applying landscape and architectural measures, the impacts are anticipated to be neutral.

Cumulative visual impacts

Takes into consideration the broader context, including developments in De Waterkant and the Buitengracht Street corridor, the site's redevelopment aligns with the urban intensification vision for the area. While the redevelopment will have significant visual impacts, these are expected to integrate into the evolving urban fabric. The cumulative effect may increase pressure on public spaces and transportation systems. Adequate provision for public spaces and environmental comfort should be incorporated into the urban design to address these pressures effectively.

A series of visual simulations was prepared by the specialist to indicate the scale and massing of the proposed development within the urban context, and is included in the VIA and HIA (Appendix G).

Mitigation measures recommended by the visual impact assessment:

Construction phase

- » Clearly identify mature trees that are to be retained and ensure that they are fenced-off to preclude any storage, stockpiling, dumping, etc – avoid and prevent damage or intrusion to these tree areas.
- » Limit construction activity to within the hoarding areas, constructing on disturbed areas only to minimize impact to visual amenity resources identified (e.g., existing trees to be retained).
- » Ensure post-construction repair and rehabilitation of the site, towards improvement of disturbed areas and areas degraded by the construction activity.
- » Implement a construction phase environmental management plan (CEMP) to ensure on-going management of environmental matters, including noise, dust, and erosion control.

Post-construction phase

- » Maintain trees in a healthy growing condition, and ensure continuity of the urban landscape with replacement of trees where retention of existing trees is not possible
- » planning and management to respond positively to visual/heritage considerations and design indicators, towards an appropriate fit and seamless integration into the cityscape context.
- » architectural measures (form / scale / massing / materials / textures) to ensure visual cohesion and congruence, as well as sufficiently wide sidewalk space to accommodate tree canopies
- » landscape measures (street tree planting / sidewalk and plaza spaces appropriately scaled, with trees sufficiently sized to settle the new buildings into the site and to 'diffuse' hard edges
- » Avoid light pollution by controlling the precinct lighting carefully and integrate lighting consciously into the precinct design, to coordinate signage and street furniture. Light sources must be shielded to reduce light spillage. Up-lighting onto the outer sides of the buildings must be used sparingly. Shielded down-lights must be used on all open areas. Flood-lighting to be carefully designed.
- » Ensure that existing trees are retained as far as is possible and not needlessly destroyed by new development. Reinforce or replace traditional patterns of planting where appropriate with suitable species. The purpose must be to weave the development seamlessly into the urban fabric, enabling congruence and the continuity of the sites within the broader context.
- » Geotechnical interventions to be developed by the engineers through consultation and collaboration with the landscape architects to ensure innovative and visual pleasing results that retain the character of the site.

Visual simulations of the proposed development envelope are provided overleaf, extracted from the Visual Impact Assessment in Appendix G2. It should be noted that these are not architectural designs, and show only the maximum footprint and envelope of the proposed site plan.



Figure 42. Hudson Street (current). Gibbs, 2024.

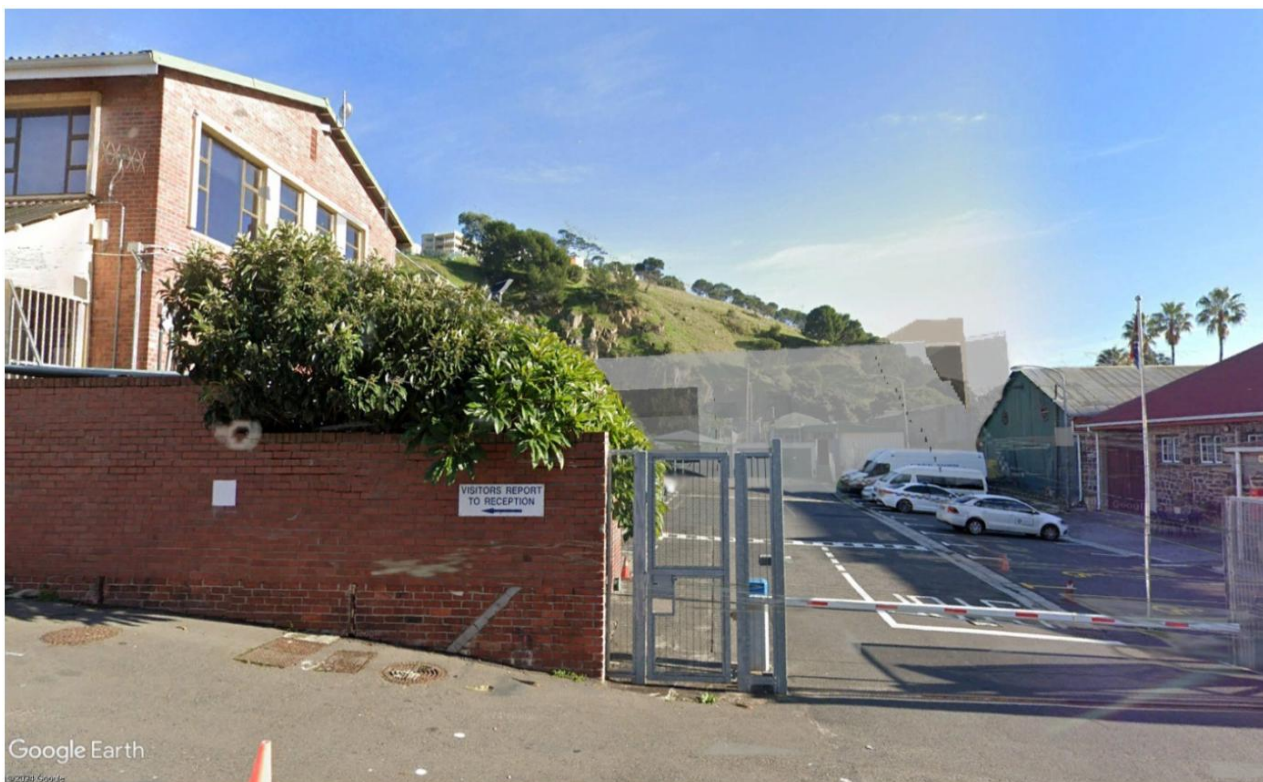


Figure 43. Hudson Street view of the site (simulated). Gibbs, 2024.



Figure 44 Strand Street (Current). Source: GE Street View (VIA)



Figure 45. Strand Street (Simulated). Gibbs, 2024.



Figure 46: Tana Baru (Current). Gibbs, 2024

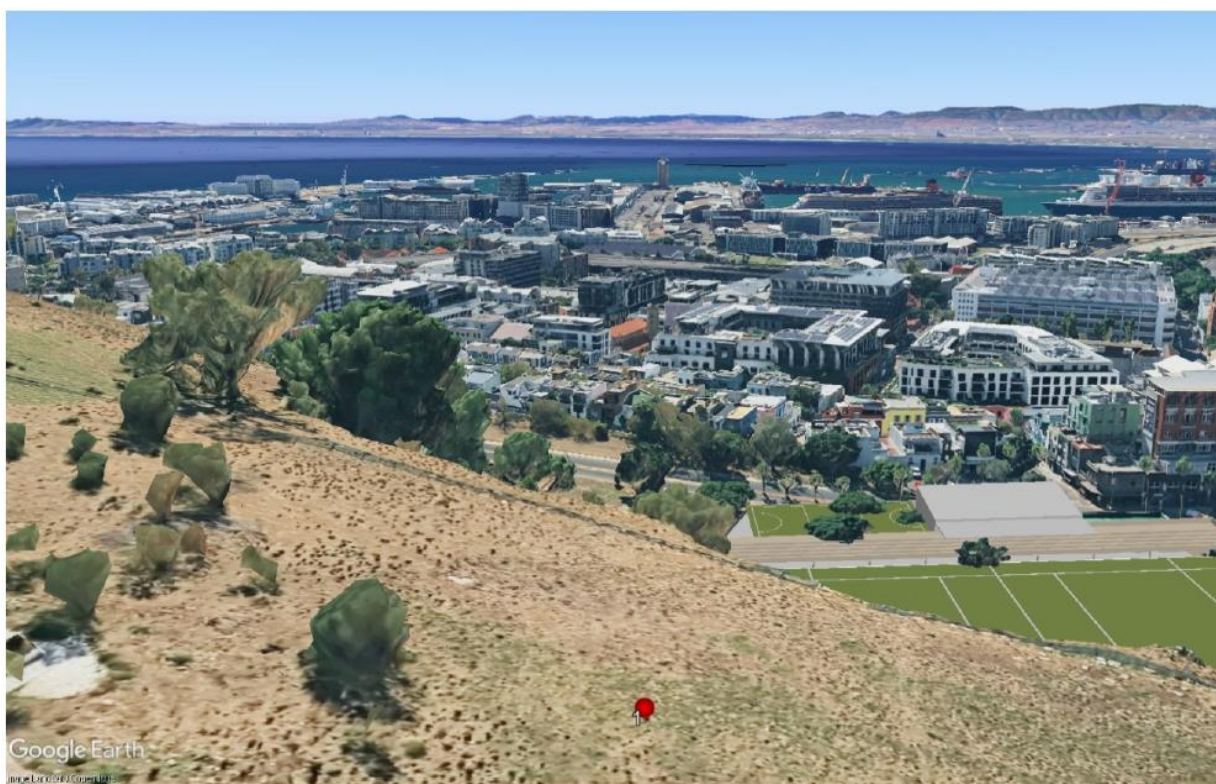


Figure 47: Tana Baru (Simulated). Gibbs, 2024

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Living Heritage Study (Cole, 2024)

A Living Heritage Study was undertaken by Dr Josette Cole. The Living Heritage Study is an informant to the Heritage Impact Assessment and to the conceptual designs for the site, having been conceptualised in response to an expressed need by community representatives for the exploration and exposure of local intangible heritage on the quarry site. It is not a specialist study in the sense of an impact assessment in terms of NEMA, but is an integral part of the project design proposals. Refer to Appendix G: HIA for the Living Heritage Study and Appendix B for the resulting creative Design Brief prepared by Rosie Campbell of Design for Development.

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Transport Impact Assessment (HHO, 2024)

The transport impact assessment, prepared by Stef Naude of HHO, notes that the site is located on the periphery of the CBD along Strand Street, one of the major routes connecting the CBD with the Atlantic Seaboard. Strand Street currently experiences reasonable to high levels of congestion during peak periods, primarily eastbound in the AM peak, and westbound in the PM peak.

The scale of developments proposed on the quarry site is relatively modest, comprising a mixed-use development focused on sport, market, community and tourist type attractions. A small parking area can be accommodated on site (43 bays), with a larger parking area on the north side of Strand Street, with 73 bays.

The development could potentially generate between 136 (AM) and 177 (PM) peak hour trips, with the peak direction strongly inbound in the AM peak hour, while more balanced in the PM peak hour. The AM distribution is beneficial from a capacity perspective, as it utilises spare capacity in the non-peak direction. Higher trips are generated in the PM peak hour due to sporting events starting in the late afternoons, and assuming the facility is fully utilised. The two major land uses on site, i.e. the sports and event facilities, which are the two highest trip generators, will only be operational on an occasional basis. Without these uses, trip generation reduces by between 70% (AM) and 54% (PM).

From a trip distribution perspective, the majority of trips attracted to the site are likely to emanate from the east, assumed at 75%, with the remaining 25% from the Atlantic Seaboard. Two new accesses are proposed to serve the parking area to the north, and one new access to serve the parking area on the site.

Alternative proposals for the protected accommodation of pedestrians crossing Strand Street have been considered, with the signalisation of the Strand Street/ Vos Street intersection selected as the preferred solution. The new signals will also resolve sight line problems from Vos Street, and facilitate access to and from the parking area. The report demonstrates that sight lines from the proposed access points on Strand Street are unobstructed, satisfying the relevant sight distance requirement.

For the traffic analyses, the existing situation and a future scenario, with background flows increased at 2% per annum superimposed by development generated trips, have been analysed.

The results of the traffic analyses of the performance of intersections along Strand Street indicate that at signalised intersections (i) the Chiappini Road intersection will operate at reasonable levels of service (LOS C) for the future scenario, and (ii) the Vos Street intersection will operate at a high level of service (LOS A). The results are likely to be overstated given the forced flow conditions along the road. Minor street movements at the unsignalised intersections (Hudson Street and

Quarry access) are likely to operate at poor levels of service (LOS F), but are conversely likely to be understated given the low traffic speeds and consequent use of "courtesy gaps". The Strand Street Quarry development is not envisaged as a major generator of movement during peak periods, which is beneficial given the reasonably high levels of congestion conditions on the surrounding network during these times.

Bus movements linked to the quarry are to follow a clockwise direction; westbound along Strand Street into the proposed bus embayment to drop passengers off; turn right into the parking area at the west access, and out again at the central access. Bus routes thus start and end in the CBD.

The geometric changes required along Strand Street comprise minor amendments to both reduce the westbound carriageway road width to create a widened sidewalk on the south side, and extend the two lane section.

The assumed utilisation of parking supply in the extended parking area on the north side of Strand Street may need to be reduced to accommodate existing users and permits issued to Loader Street residents. The 73 bays provided could then reduce to 59 bays, together with the 43 bays on the quarry site, thus supplying 102 bays. This is considerably less than the potential demand (174 bays), but will in reality be much lower due to the largely non-overlapping use profile of the major land uses (events and sporting events), and are likely to only be active on an occasional basis.

Parking management measures need to be in place in the public parking area to reserve bays for quarry activities on busy days (mainly with conference and sporting events), and to encourage use of shuttles and e-hailing to reduce parking demand.

Although non-motorised transport demand along Strand Street is low, it has been designated a Class 2 NMT route, which requires 3.0m exclusive shared facilities for cyclists and pedestrians per direction. The concept layout provides for a 3.0m wide sidewalk on the north side, which also could be used by cyclists, but has a landscaping component.

There are established MyCiTi routes along Strand Street and Somerset Road, with stops located within comfortable walking distance from the quarry. There are also two minibus taxi services running past the site. Cape Town station's location $\pm$ 1km from the site is not as conveniently accessible, but can still be traversed within 15 minutes. It is not anticipated that the quarry development will generate demand for public transport services at a sufficient scale that would warrant the provision of additional services.

The TIA demonstrates that the proposed development of the Strand Street Quarry site, which is to comprise a number of community, tourism and sport related uses, can be accommodated on the adjoining road network. From a traffic operations perspective, the development will have a limited impact, and not require any major improvements to transport infrastructure.

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Geotechnical Slope Stability Assessment (HHO, 2024)

An assessment of the stability of the quarry side slopes was undertaken by geotechnical specialist Bruce Barratt of HHO, forming part of the preliminary geotechnical investigations at the site. It is not a specialist assessment in terms of NEMA, but aims to define and evaluate the impact of this particular informant on the development of the site.

The assessment notes that as the site is a closed hard rock quarry, there remains an element of risk of rockfalls from the quarry's western slopes, particularly the central portion where weathered rock and previously fallen rock is present.

The assessment includes slope stability and kinematic analyses, and identifies an element of risk of rockfalls from the quarry excavation faces, particularly the central portion of the north-easterly facing slopes where more highly weathered rock, toppling risk and previously fallen rock materials (scree and talus) are present. While the risk of rockfall may be relatively low the consequence of a rockfall, when considering the nature of the proposed development, is very high

HHO subsequently developed various alternatives to secure the quarry face and mitigate the risk of rockfalls, given that the proposed design incorporates public access to the base of the quarry walls.

Each option is considered to have the same level of safety. However, each option does impose differing limitations or restrictions on uses of the site. The "No Mitigation" option involves no stabilisation measures or rockfall protection on the rockface. To make this option safe for infrastructure and people below the rockface, a rockfall safety zone would have to be applied at the bottom of the rockface. This is a zone where any rockfalls can land and naturally arrest, and is a zone in which neither development nor people should be permitted. The width of this zone is determined by the height and slope angle of the rockface above it. This option requires no impact (visually or physically) on any of the quarry faces, but restricts development and activities within the rockfall safety zone in order to maintain safety, which will impact the proposed plans for the site.

The proposed option involves the installation of stabilisation measures or rockfall protection to the entire rockface. This removes the need for a rockfall safety buffer at the base of the slope. This option requires no restrictions to development, activities or access beneath any of the quarry faces. The stabilisation measures and rockfall protection likely to be adopted at the site are only conceptually identified, but would most likely comprise limited rock bolts where necessary and rockfall netting. The rockfall netting is a wire mesh that is pinned to the rockface from top to bottom and allows rocks to fall in a controlled fashion behind it. The rockfall netting is suited to the near-vertical rock faces in the southern and northern parts of the site. A catch fence or barrier may be a more suitable solution for the quarry slope in the western part of the site where weathering and toppling of the materials is actively occurring and cannot be stabilised with netting. This would be a barrier constructed at the foot of the slope to catch any falling material or rocks and physically arrest them.

The report also recommends removing trees growing close to the crest of the excavation slopes. This measure aims to prevent accelerated weathering and erosion of the overburden caused by tree growth and eliminates the risk of trees falling into the quarry excavation areas, which could destabilize slopes and exacerbate rockfall hazards.

2.	List the impact management measures that were identified by all Specialist that will be included in the EMPr
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The following recommended mitigation measures identified by the specialists are included in the EMPr (Appendix H):

Heritage impact assessment:

- » Management of the sports field on a fair use basis for various sporting codes and recreational uses;
- » Enabling of access to the stone facade building for public and events use on a fair basis with operational arrangements;
- » Continued public engagement with interested and affected parties in the detailed design process;
- » In the detailed design phase -

- Development of the Urban Design Framework, Landscape Plan and living heritage design response within the development into a greater detail resolution;
- Activation of the proposed buildings along Strand Street should ensure facade activation to Strand Street and views toward Table Bay.
- Resolution of interfaces between the Metro Police, sports field and other facilities.
- Traffic assessments for improved safety at the shared public pedestrian and vehicular Metro Police access.
- Endeavour to reduce the scale and footprint of the proposed Metro Police building and consider façade materials in order to visually contribute to the project and the quarry face.

Archaeological impact assessment:

- » Monitoring of initial geo-technical excavations into the quarry bed for archaeological remains, documenting stratigraphy and bedrock elevation in the quarry bed and recording any remains and salvaging if feasible. The observations will inform the need for further archaeological interventions, but a "Chance find Procedure" can probably be implemented for any further development-related invasive work in the quarry footprint.
- » If remains are uncovered during development, a detailed description should be provided.
- » If any remains are exposed in the course of development, they should be photographed, mapped and described. Any invasive excavations into the quarry bed must be in terms of a SAHRA (S27) permit.

Visual impact assessment:

Construction phase:

- » Clearly identify mature trees that are to be retained and ensure that they are fenced-off to preclude any storage, stockpiling, dumping, etc – avoid and prevent damage or intrusion to these tree areas.
- » Limit construction activity to within the hoarding areas, constructing on disturbed areas only to minimize impact to visual amenity resources identified (e.g., existing trees to be retained).
- » Ensure post-construction repair and rehabilitation of the site, towards improvement of disturbed areas and areas degraded by the construction activity.
- » Implement a construction phase environmental management plan (CEMP) to ensure on-going management of environmental matters, including noise, dust, and erosion control.

Post-construction phase:

- » Maintain trees in a healthy growing condition, and ensure continuity of the urban landscape with replacement of trees where retention of existing trees is not possible
- » Planning and management to respond positively to visual/heritage considerations and design indicators, towards an appropriate fit and seamless integration into the cityscape context.
- » Architectural measures (form / scale / massing / materials / textures) to ensure visual cohesion and congruence, as well as sufficiently wide sidewalk space to accommodate tree canopies
- » Landscape measures (street tree planting / sidewalk and plaza spaces appropriately scaled, with trees sufficiently sized to settle the new buildings into the site and to 'diffuse' hard edges

- » Avoid light pollution by controlling the precinct lighting carefully and integrate lighting consciously into the precinct design, to coordinate signage and street furniture. Light sources must be shielded to reduce light spillage. Up-lighting onto the outer sides of the buildings must be used sparingly. Shielded down-lights must be used on all open areas. Flood-lighting to be carefully designed.
- » Ensure that existing trees are retained as far as is possible and not needlessly destroyed by new development. Reinforce or replace traditional patterns of planting where appropriate with suitable species. The purpose must be to weave the development seamlessly into the urban fabric, enabling congruence and the continuity of the sites within the broader context.
- » Geotechnical interventions to be developed by the engineers through consultation and collaboration with the landscape architects to ensure innovative and visual pleasing results that retain the character of the site.

Transport impact assessment:

Subject to approval / confirmation by the local authority -

- » Minor geometric amendments to reduce the westbound carriageway width on Strand Street, create a widened sidewalk on the south side, and extend the two-lane section
- » Implementation of parking management measures in the public parking area to reserve bays for quarry activities on busy days (mainly with conference and sporting events), and to encourage use of shuttles and e-hailing to reduce parking demand.
- » Implementation of a 3.0 m sidewalk on the north side of Strand Street and a 2.5 m sidewalk on the south side of Strand Street.

Geotechnical and slope stability measures:

- » Installation of rockfall netting or equivalent measure on the near-vertical rock faces in the southern and northern parts of the site.
- » Installation of a catch fence or barrier in the western central part of the site where active weathering is occurring and netting is not suitable for stabilisation.
- » Removal of trees near slopes to prevent accelerated weathering and erosion.

3.	List the specialist investigations and the impact management measures that will not be implemented and provide an explanation as to why these measures will not be implemented.
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All impact management measures recommended will be included in the EMPr or as recommended conditions of authorisation.

4.	Explain how the proposed development will impact the surrounding communities.
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Once implemented, the proposed development is assessed as having a significant positive impact on people's health and wellbeing through the provision of social facilities, economic opportunity, and municipal infrastructure. Its visual and heritage impacts are similarly positively assessed.

Negative impacts will be experienced primarily during the construction phase, when typical visual, noise, dust and vibration impacts can be expected. These impacts will be localised and short-term and will be mitigated through the implementation of an environmental management programme.

Negative operational-phase impacts are expected to include:

- » increased **traffic** on the local road network – assessed as not significantly changing existing conditions (refer to the transport impact assessment in Appendix G); and

- » **noise** impacts, especially those associated with sporting and cultural events using the field. The site has a long history of use as a sporting facility, both formally and informally, since the closure of the quarry. The concept design includes a row of buildings between the main field and the nearest sensitive receptors, which are expected to significantly reduce any potential impact. Should amplified sound be proposed on the site, it will be subject to the necessary permissions and control by the City of Cape Town in line with the provincial Noise Control Regulation. Other noise impacts may arise from the proposed parking areas and access routes, including those on the eastern side of Strand Street. Strand Street / High Level Road is already a busy road with significant traffic volumes and high speeds, and it is not expected that the additional volume of traffic will significantly alter the noise experienced by nearby residents.
- » A loss of **open space** on the site. The site has been intermittently used as a sporting facility or park during the past century, with varying degrees of formalisation. It is currently not readily accessible to the public, due to fencing, safety and security concerns, and a lack of facilities. The proposed development will result in the formalisation of the bulk of the site as a sports field, with adjoining amenities including a heritage walk, a public forecourt, garden spaces, facilities management offices, a restaurant, an interpretive centre, and parking. The proposed zoning will remain for open space purposes. The proposed development is anticipated to contribute positively to the open space amenity of the site relative to the current situation.

5. Explain how the risk of climate change may influence the proposed activity or development and how has the potential impacts of climate change been considered and addressed.

The potential impacts of climate change on the site relate largely to the use and value of open spaces and to the management of stormwater. The Landscape Framework Plan proposed for the site incorporates locally indigenous vegetation adapted to local conditions, especially water scarcity. It also incorporates shade trees in pedestrian areas to provide for cool, shaded refuges under the hot conditions associated with urban heat islands. Stormwater management planning for the site incorporates a factor for increased runoff under more variable climatic conditions, and provides sufficient capacity for stormwater detention under modelled future flood events.

6. Explain whether there are any conflicting recommendations between the specialists. If so, explain how these have been addressed and resolved.

Conflicting needs and specialist recommendations were largely resolved through the extensive multidisciplinary and consultative design process undertaken for this project. The proposed development reflects the inputs and assessments of all professionals involved in its development. Where necessary, aspects requiring further detailed resolution have been indicated, and will be addressed in the detailed design phase.

7. Explain how the findings and recommendations of the different specialist studies have been integrated to inform the most appropriate mitigation measures that should be implemented to manage the potential impacts of the proposed activity or development.

The findings and recommendations of the different specialist studies have been integrated in the design process of the redevelopment through a series of workshops, iterative design development, and community and public engagements. Mitigation measures are primarily related to heritage and visual impacts, as well as the geotechnical and engineering interventions required to facilitate the proposed development. These aspects are integrated into the design proposals.

8.	Explain how the mitigation hierarchy has been applied to arrive at the best practicable environmental option.
	The activities proposed for environmental authorisation must be consistent with the principles of environmental management as set out in the National Environmental Management Act. These principles include the following: » Environmental management must place people and their needs at the forefront of its concern, and serve their physical, psychological, developmental, cultural and social interests equitably. » Development must be socially, environmentally and economically sustainable. » Sustainable development requires the consideration of all relevant factors that have negative impacts on the environment and on people's environmental rights be anticipated and prevented, and where they cannot be altogether prevented, are minimised and remedied. Environmental impact assessment addresses the latter principle of the management of environmental impacts through the mitigation hierarchy. Simply put, impacts must be 'avoided, or, where they cannot be altogether avoided, be minimised and remedied.' The DEA 2013 guideline on Need and Desirability formalises this hierarchy as follows: » Firstly, alternatives must be investigated to avoid negative impacts altogether. » Secondly, after it has been found that the negative impacts cannot be avoided, alternatives must be investigated to reduce (mitigate and manage) unavoidable negative impact. » Thirdly, alternatives must be investigated to remediate (rehabilitate and restore) » Fourthly, unavoidable impacts that remain after mitigation and remediation must be compensated for through investigating options to offset the negative impacts. The proposed Strand Street Quarry redevelopment pursues avoidance as the most appropriate mitigation strategy for most potential impacts, with minimisation where required. Remediation and offsets are not required.

SECTION J: GENERAL

1. Environmental Impact Statement

1.1. Provide a summary of the key findings of the EIA.

Heritage Impact Assessment

A comprehensive heritage impact assessment was conducted by Bridget O'Donoghue, with various specialist studies as requested by Heritage Western Cape (HWC). In response to a Notice of Intent to Develop, HWC requested a Heritage Impact Assessment (HIA) inclusive of an Architectural Analysis, Townscape Assessment, Archaeological Impact Study, Cultural Assessment, Living Heritage Study, and Visual Impact Assessment. The HIA incorporates these studies and assesses the proposed redevelopment positively from a heritage perspective.

The National Heritage Site significance of the site is supported, due to historic, aesthetic, spiritual, scientific, social, representativeness, and intangible values. The proposed redevelopment concept promotes the site's cultural values and creates accessibility and opportunities for the local communities to practice their spiritual beliefs, recreate and socialise, provide information on the history of the site, and upgrade historic structures for public use.

The design achieves its aim of retaining visual dominance of the quarry face from within the site with proposed structures located only on the edges of the quarry face, and a view of the upper face from beyond the site. This visual resource is also maintained by the low scale, design of the proposed buildings along Strand Street. The proposed entrance plaza, field, heritage walk and views from the existing and Strand Street building will all capitalise on the views towards the quarry face. The site cannot be developed without geotechnical interventions, due to safety reasons. The engineer's recommendations have contributed to the design of the site, and the proposal for the geotechnical structures to ensure the site can be publicly accessible in safety. The alternatives explored by the engineers have resulted in the least visually obtrusive geotechnical structures recommended, namely the mesh fence against the quarry face.

The three historic buildings located on Strand Street are proposed to be restored where applicable and reused. The former fire station building is at present partly used and in poor condition. The proposal to utilise this building as a memory centre is supported. The semi-detached units have been extensively altered and the internal fabric has been modernised and layered to lack significance.

The living heritage study has provided information and inspiration for interpretive signage and markers on the site that inform and celebrate the cultural value of the site and the communities. Detail designs of the way findings and the interpretive signage are to be completed in the following detail stage.

A large number of new trees are proposed on the site that will provide an identifiable tree canopy within an existing low treescape area. The planting and greening of the site is a further mechanism to maintain the connection between the development and the surrounding landscape. Placing trees in particular patterns not only allows for a hierarchy of green systems, but recognizes the contextual landscape patterns and connections, ensuring the development and project is embedded and relevant.

The HIA notes that the project proposal responds to the issues raised during public and stakeholder consultation by the applicant, and satisfies the main requirements proposed by community organisations. The planning and design of the development has responded to contextual cultural landscape informants, including visual indicators and view considerations. The HIA's findings and recommendations have been endorsed by the provincial and national heritage resources authorities; additional conditions recommended by these authorities are incorporated as recommended conditions of authorisation below.

Archaeological

The archaeological impact assessment, conducted by David Halkett of ACO Associates, notes that the Strand Street quarries were established shortly after 1666, and were known to have been used as the primary source of building stone for construction around the city until c1870. The Strand Street Quarry was eventually abandoned in 1906, after which the quarry-bed was made level with a thin layer of earthen fill. The adjacent quarries, (eventually to be named the Wash House Quarry and the Prayer Quarry) were similarly decommissioned. Informal housing soon filled the so-called Prayer Quarry, while in the Wash House Quarry, a group of simple stone buildings were built that functioned as a municipal wash house and laundry, employing the women of the surrounding community.

The archaeologist notes that over many years of quarrying, there would have been cumulative impacts on any possible pre-colonial archaeological resources. Most archaeological resources, except those relating to the most recent phases of quarrying and site use, may have already been removed or impacted by previous activities.

The Tana Baru (and numerous other inner-city cemeteries) were forcibly closed by the authorities on 15 January 1886 after the introduction of the Public Health Act No 4 of 1883. The existence of a "Malay Burial Ground" is recorded on maps from 1892-1900, located under the current alignment of High Level Road to the north. This cemetery was unceremoniously displaced by development in 1968

There is currently no evidence to suggest that burials occurred within the quarry site, and the proximity of bedrock to the surface makes it unlikely that any graves would be present. The historical use and circumstances of the site do not indicate it was suitable for burial practices. Nearby burial sites were available and more suitable for such purposes, further reducing the likelihood of significant archaeological finds related to burials at the quarry. If archaeological resources are encountered during construction, appropriate mitigation measures will need to be implemented.

Visual Impact Assessment

A visual impact assessment was conducted by David Gibbs (PrLArch, PrArch). He notes that the quarry site includes highly significant visual resources, such as the existing buildings on the corner of Strand and Hudson streets, as well as the exposed cut rockface embankments. Redevelopment of the site will result in a marked visual change from the status quo, but the proposal has considered the form, scale, and massing of the development envelope with respect to the quality of the urban cultural landscape and public environment as key informants and has addressed living heritage considerations in its design. The assessment suggests that the conceptual development proposal has the potential to improve upon the current quality of the pedestrian environment as well as the safety and useability of the site which is lacking in the

current condition. The scale of Strand Street currently prioritizes a vehicular predominance, and pedestrian crossing opportunities are limited. The increase in built form intensity along this edge could serve to contain and mitigate the scale of the road, and to provide a more defined spatial edge and active street interface to Strand Street at the De Waterkant interface.

The conceptual development proposal retains the primary on-site heritage resources, including the existing heritage buildings and the exposed cut rockface embankments (though geotechnical stabilisation is anticipated). These are valuable visual aesthetic (and environmental) resources, which contribute to the urban cultural landscape environment. The visual and spatial resources within the local and broader contexts contribute to the identity and sense of place of the City CBD, Bo-Kaap, De Waterkant and Foreshore urban environments. These include (inter alia) the proximity of historic cemeteries, buildings and complexes and mature trees, various public places within the local area, views, and sightlines towards (and from) geographic landmarks, as well as the intangible elements associated with the historic uses of the area.

The inclusion of these as planning and detailed design parameters will contribute to the mitigation of adverse visual impacts, towards retaining and augmenting aspects of the urban cultural landscape that lend meaning to the experience of place. Should these visual indicators be interpreted as design criteria and measures for mitigation to be implemented, from a visual impact assessment perspective, the proposed development proposal should meet the requirements for approval. The specialist assesses the conceptual development proposal as congruent and well-fitting in context, successfully addressing visual parameters with an appropriate scale, form, massing, and height.

Transport and Traffic

The transport impact assessment, prepared by Stef Naude of HHO, notes that the site is located on the periphery of the CBD along Strand Street, one of the major routes connecting the CBD with the Atlantic Seaboard. Strand Street currently experiences reasonable to high levels of congestion during peak periods, primarily eastbound in the AM peak, and westbound in the PM peak.

The scale of developments proposed on the quarry site is relatively modest, comprising a mixed-use development focused on sport, market, community and tourist type attractions. A small parking area can be accommodated on site (43 bays), with a larger parking area on the north side of Strand Street, with 73 bays.

The development could potentially generate between 136 (AM) and 177 (PM) peak hour trips, with the peak direction strongly inbound in the AM peak hour, while more balanced in the PM peak hour. The AM distribution is beneficial from a capacity perspective, as it utilises spare capacity in the non-peak direction. Higher trips are generated in the PM peak hour due to sporting events starting in the late afternoons, and assuming the facility is fully utilised. The two major land uses on site, i.e. the sports and event facilities, which are the two highest trip generators, will only be operational on an occasional basis. Without these uses, trip generation reduces by between 70% (AM) and 54% (PM).

From a trip distribution perspective, the majority of trips attracted to the site are likely to emanate from the east, assumed at 75%, with the remaining 25% from the Atlantic Seaboard. Two new

accesses are proposed to serve the parking area to the north, and one new access to serve the parking area on the site.

Alternative proposals for the protected accommodation of pedestrians crossing Strand Street have been considered, with the signalisation of the Strand Street/ Vos Street intersection selected as the preferred solution. The new signals will also resolve sight line problems from Vos Street, and facilitate access to and from the parking area. The report demonstrates that sight lines from the proposed access points on Strand Street are unobstructed, satisfying the relevant sight distance requirement.

For the traffic analyses, the existing situation and a future scenario, with background flows increased at 2% per annum superimposed by development generated trips, have been analysed.

The results of the traffic analyses of the performance of intersections along Strand Street indicate that at signalised intersections (i) the Chiappini Road intersection will operate at reasonable levels of service (LOS C) for the future scenario, and (ii) the Vos Street intersection will operate at a high level of service (LOS A). The results are likely to be overstated given the forced flow conditions along the road. Minor street movements at the unsignalised intersections (Hudson Street and Quarry access) are likely to operate at poor levels of service (LOS F), but are conversely likely to be understated given the low traffic speeds and consequent use of "courtesy gaps". The Strand Street Quarry development is not envisaged as a major generator of movement during peak periods, which is beneficial given the reasonably high levels of congestion conditions on the surrounding network during these times.

Bus movements linked to the quarry are to follow a clockwise direction; westbound along Strand Street into the proposed bus embayment to drop passengers off; turn right into the parking area at the west access, and out again at the central access. Bus routes thus start and end in the CBD.

The geometric changes required along Strand Street comprise minor amendments to both reduce the westbound carriageway road width to create a widened sidewalk on the south side, and extend the two lane section.

The assumed utilisation of parking supply in the extended parking area on the north side of Strand Street may need to be reduced to accommodate existing users and permits issued to Loader Street residents. The 73 bays provided could then reduce to 59 bays, together with the 43 bays on the quarry site, thus supplying 102 bays. This is considerably less than the potential demand (174 bays), but will in reality be much lower due to the largely non-overlapping use profile of the major land uses (events and sporting events), and are likely to only be active on an occasional basis.

Parking management measures need to be in place in the public parking area to reserve bays for quarry activities on busy days (mainly with conference and sporting events), and to encourage use of shuttles and e-hailing to reduce parking demand.

Although non-motorised transport demand along Strand Street is low, it has been designated a Class 2 NMT route, which requires 3.0m exclusive shared facilities for cyclists and pedestrians per direction. The concept layout provides for a 3.0m wide sidewalk on the north side, which also could be used by cyclists, but has a landscaping component.

There are established MyCiTi routes along Strand Street and Somerset Road, with stops located within comfortable walking distance from the quarry. There are also two minibus taxi services running past the site. Cape Town station's location $\pm$ 1km from the site is not as conveniently

accessible, but can still be traversed within 15 minutes. It is not anticipated that the quarry development will generate demand for public transport services at a sufficient scale that would warrant the provision of additional services.

The TIA demonstrates that the proposed development of the Strand Street Quarry site, which is to comprise a number of community, tourism and sport related uses, can be accommodated on the adjoining road network. From a traffic operations perspective, the development will have a limited impact, and not require any major improvements to transport infrastructure.

Engineering Services

Engineering services assessments were completed by HHO Civil Engineers (civil) and Claassen Auret (electrical). The proposed redevelopment area is reasonably well served by existing stormwater infrastructure in roadways bounding the site, namely Strand Street and Castle Street. In addition, it is well serviced by an existing underground pipe water network, supplied through the Molteno Reservoir in Oranjezicht, and serviced by an extensive network of existing underground sewer infrastructure forming part of the Green Point marine outfall sewer reticulation catchment, which has sufficient unused capacity. The current capacities for bulk services (water and sewerage) are sufficient for development at the site, though confirmation will be necessary upon receipt of an official capacity report from the CoCT Water and Sanitation Department. The electrical services maximum demand for the Strand Street Quarry is 351kVA, and there is sufficient unused capacity in the City's electrical infrastructure to support the proposed redevelopment.

Geotechnical

A geotechnical assessment (a technical informant to the project design, but not a specialist study in terms of NEMA and the EIA Regulations) was conducted by Bruce Barratt of HHO. The assessment notes that as the site is a closed hard rock quarry, there remains an element of risk of rockfalls from the quarry's western slopes, particularly the central portion where weathered rock and previously fallen rock is present. The risk of rockfall is considered relatively low, but due to the nature of the proposed redevelopment, the consequences of a rockfall would be very high. The proposed mitigation measures include the installation of rockfall wire mesh netting across most of the rockface, to retain and stabilise any loose material.

HHO developed various alternatives to secure the quarry face and mitigate the risk of rockfalls. Each option is considered to have the same level of safety. However, each option does impose differing limitations or restrictions on uses of the site. The "No Mitigation" option involves no stabilisation measures or rockfall protection on the rockface. To make this option safe for infrastructure and people below the rockface, a rockfall safety zone would have to be applied at the bottom of the rockface. This is a zone where any rockfalls can land and naturally arrest, and is a zone in which neither development nor people should be permitted. The width of this zone is determined by the height and slope angle of the rockface above it. This option requires no impact (visually or physically) on any of the quarry faces, but restricts development and activities within the rockfall safety zone in order to maintain safety, which will impact the proposed plans for the site.

The proposed option involves the installation of stabilisation measures or rockfall protection to the entire rockface. This removes the need for a rockfall safety buffer at the base of the slope. This option requires no restrictions to development, activities or access beneath any of the quarry faces. The stabilisation measures and rockfall protection likely to be adopted at the site are only conceptually identified, but would most likely comprise limited rock bolts where necessary and rockfall netting. The rockfall netting is a wire mesh that is pinned to the rockface from top to bottom and allows rocks to fall in a controlled fashion behind it. The rockfall netting is suited to

the near-vertical rock faces in the southern and northern parts of the site. A catch fence or barrier may be a more suitable solution for the quarry slope in the western part of the site where weathering and toppling of the materials is actively occurring and cannot be stabilised with netting. This would be a barrier constructed at the foot of the slope to catch any falling material or rocks and physically arrest them.

Construction related impacts

The proposed redevelopment will have negative impacts on the surrounding community and businesses during the construction phase. These impacts, which include noise, vibration, dust, disturbance of access to existing operations (i.e. metro police and electrical), traffic disturbance, and visual nuisance, are typical of construction and can be mitigated and managed as set out in the construction section of the environmental management programme. Positive impacts during the construction phase of the development include the contribution to job creation with some employment opportunities accruing to locals.

The EMPr addresses the following aspects:

- » Geotechnical considerations
- » Construction access
- » Noise and vibration
- » Dust management
- » Visual impact
- » Archaeological considerations
- » Traffic related impacts
- » Waste Management

Noise impacts

Noise impacts during the post-construction phase are primarily associated with sporting and cultural events using the field. The site has a long history of use as a sporting facility, both formally and informally, since the closure of the quarry. The concept design includes a row of buildings between the main field and the nearest sensitive receptors, which are expected to significantly reduce any potential impact. Should amplified sound be proposed on the site, it will be subject to the necessary permissions and control by the City of Cape Town in line with the provincial Noise Control Regulation. Other noise impacts may arise from the proposed parking areas and access routes, including those on the eastern side of Strand Street. Strand Street / High Level Road is already a busy road with significant traffic volumes and high speeds, and it is not expected that the additional volume of traffic will significantly alter the noise experienced by nearby residents.

1.2.	Provide a map that that superimposes the preferred activity and its associated structures and infrastructure on the environmental sensitivities of the preferred site indicating any areas that should be avoided, including buffers. (Attach map to this BAR as Appendix B2)
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Appendix B2 includes the required sensitivity map.

1.3.	Provide a summary of the positive and negative impacts and risks that the proposed activity or development and alternatives will have on the environment and community.
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Table 6 below is a summary of the impacts and risks identified in respect of the proposed development and the no-go option (captured more fully in **Appendix J**).

All impacts identified and assessed, as well as the proposed mitigation measures and management actions can be found in Section H of this BAR. In addition, all the mitigation and

management measures proposed by the specialists, including those additional impacts and management measures identified by the EAP have been included in the EMPr (**Appendix H** of this report). Specialist reports are included in **Appendix G** of this report.

Table 6. Summary of Impact Assessment

Impact	Impact Significance		
	No-go alternative	Proposed development	
		without mitigation	with mitigation
Construction-phase impacts			
Archaeological impacts on any existing buried archaeological resources	None	Medium negative	Low positive
Visual impacts during construction including site clearance, removal of existing materials, earthworks and site establishment, resulting in possible changes in character of urban context (urban intensification) changes in sense of place and scale of the site, geotechnical impact on rockface, and visual disturbance of status quo.	None	Low negative	Neutral
Traffic congestion caused by construction traffic	None	Low negative	Very low negative
Dust and noise pollution generated due to construction activities	None	Low-medium negative	Very low negative
Employment creation and economic benefits due to construction activities	None	High positive	High positive
Impacts on cultural heritage due to the proposed geotechnical structures on the quarry face	None	Low-medium negative	Very low negative
Loss of public open space	None	Neutral	Neutral
Operational-phase impacts			
Visual impacts contemporary buildings contributing to streetscape and public environment, resulting in possible changes in character of the built environment context, urban intensification / potential overcrowding of rockface, changes in sense of place, impacts on existing heritage buildings on site, and insertion of new buildings. In the urban landscape as well as public realm improvement and floodlighting at night during sport events	None	Medium negative	Neutral
Traffic congestion caused by development traffic	None	Low negative	Very low negative
Impacts on cultural heritage due to the development of the site and operation of existing buildings	None	Medium positive	Medium positive
Impacts on cultural heritage due to the implementation of the Landscaping Plan	None	High positive	High positive
Impacts on cultural heritage due to the proposed memorialisation and interpretation	None	Medium positive	Medium positive
Impacts on cultural heritage due to the proposed geotechnical structures on the quarry face	None	Low-medium negative	Very low negative
Impacts on cultural heritage due to security arrangements for the metro police and electrical uses of the site	None	Neutral	Neutral

Risk of rockfalls in unstable sections of rockface resulting in injury or property damage	None	Low negative	Neutral
Optimisation of public assets by promoting sports, recreation, tourism and cultural heritage values on an underutilised site	Low negative (opportunity cost)	High positive	High positive
Employment creation and economic benefits due to operation of commercial and related uses on the site	None	High positive	High positive
Noise impacts during the operational phase	None	Low Negative	Low Negative

2. Recommendation of the Environmental Assessment Practitioner (“EAP”)

2.1.	Provide Impact management outcomes (based on the assessment and where applicable, specialist assessments) for the proposed activity or development for inclusion in the EMPr
Impact Management Outcomes for the proposed development are set out in the EMPr, and include the specialist mitigation measures summarised above as well as the following: » Adherence to the Environmental Management Programme and Environmental Authorisation must be monitored by a suitably qualified and experienced Environmental Control Officer during the construction phase. » The urban design guidelines prepared by Meyer & Associates should inform the detailed design of the various aspects of the redevelopment and the detailed design of the site should be substantially in accordance with the guidelines contained therein. » The Living Heritage creative design brief should be implemented, in a phased manner where required, during redevelopment of the site. Implementation thereof must involve consultation, participation, and involvement by local interested parties and should prioritise local artists and artisans. » The Landscape Framework Plan prepared by Terra+ should inform the detailed design of the various aspects of the redevelopment and landscaping of the site should be substantially in accordance with the proposals contained therein. » The stormwater management plan should be implemented, including measures to promote infiltration and groundwater recharge where practicable and to retain flood flows on the site. » The City of Cape Town must implement institutional and management arrangements that incorporate ongoing consultation with adjacent communities in the implementation of sports and economic opportunities on the site. » The recommendations of the Heritage Impact Assessment, to the extent endorsed or amended by Heritage Western Cape, must be implemented.	
2.2.	Provide a description of any aspects that were conditional to the findings of the assessment either by the EAP or specialist that must be included as conditions of the authorisation.
The assessment of the construction-phase impacts is conditional on implementation and monitoring of the construction environmental management programme (EMPr). A number of the post-construction heritage and social impacts are positively assessed, conditional upon more detailed design resolving specific issues or responding to specific indicators. Recommended conditions of authorisation stipulated by Heritage Western Cape and SAHRA in their comments on this BAR and the HIA are included in the recommended conditions below.	

2.3.	Provide a reasoned opinion as to whether the proposed activity or development should or should not be authorised, and if the opinion is that it should be authorised, any conditions that should be included in the authorisation. Based on the findings of this Basic Assessment and its specialist studies, it is the opinion of the EAP that there are no negative impacts that cannot be satisfactorily mitigated to acceptable levels. The assessed project benefits outweigh the negative impacts, and the project is anticipated to make a positive contribution to social, cultural, and heritage outcomes. The proposed redevelopment of the Strand Street Quarry addresses a social need, of needing community facilities for sports and recreation. It utilises vacant and underutilised public open space and transforms that into a site of communal empowerment, cultural heritage, and economic benefit. The proposed redevelopment promotes a form of restorative justice within the surrounding local community and creates a space of social cohesion. Through the Living Heritage approach, local community members are given the opportunity to participate in the design process of the proposed redevelopment site, documenting oral histories for knowledge preservation and future use, as well as ensuring local needs are addressed in the planning phase of the proposed predevelopment. Moreover, the proposed redevelopment is consistent with municipal and provincial planning and does not result in environmental opportunity costs or unacceptable degradation of sensitive natural systems. To ensure the effective implementation mitigation and management actions, an EMPr has been compiled. The mitigation measures necessary to ensure that the project is planned, constructed, and operated in an environmental responsible manner are listed in the EMPr. The EMPr is a dynamic document that should be updated regularly and provide clear and implementable measures for the establishment and operation of the proposed development. Provided the specified mitigation measures are applied effectively, it is recommended that the project should receive Environmental Authorisation in terms of the 2014 EIA Regulations, as amended, subject to the following conditions: » Authorisation of Alternative 1 (preferred alternative). » Implementation of the Environmental Management Programme (EMPr) forming part of this Basic Assessment Report during the design and construction phases of the redevelopment. » Appointment of an independent Environmental Control Officer for the duration of the construction phase to carry out the responsibilities of that role as defined in the EMPr. » The urban design guidelines prepared by Meyer & Associates should inform the detailed design of the various aspects of the redevelopment and the detailed design of the site should be substantially in accordance with the guidelines contained therein. » The Living Heritage creative design brief should be implemented, in a phased manner where required, during redevelopment of the site. Implementation thereof must involve consultation, participation, and involvement by local interested parties and should prioritise local artists and artisans. » The Landscape Framework Plan prepared by Terra+ should inform the detailed design of the various aspects of the redevelopment and landscaping of the site should be substantially in accordance with the proposals contained therein. » The stormwater management plan should be implemented, including measures to promote infiltration and groundwater recharge where practicable and to retain flood flows on the site.
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» The City of Cape Town must implement institutional and management arrangements that incorporate ongoing consultation with adjacent communities in the implementation of sports and economic opportunities on the site. » An archaeologist must be appointed to monitor geotechnical and ground clearance activities, and must report on monitoring activities to the heritage resources authorities within one month thereafter. » A permit in terms of section 27(18) of the NHRA must be applied for before works on the National Heritage Site. » If any evidence of archaeological sites or remains, fossils, unmarked burials or other categories of heritage resources are found during the proposed development, SAHRA must be alerted immediately. If heritage resources are uncovered during the course of the development, a professional archaeologist or palaeontologist, depending on the nature of the finds, must be contracted as soon as possible to inspect the heritage resource. » The applicant must investigate whether the stoep on the two Victorian row houses can be retained in its current form by making amendments to the street environment. The outcome of the investigation must be submitted to HWC for review and approval prior to commencement of any works on these buildings. » Final building plans for any heritage building on the site graded IIIA must be submitted to HWC for approval prior to commencement of any works on each building.	
2.4.	Provide a description of any assumptions, uncertainties and gaps in knowledge that relate to the assessment and mitigation measures proposed.
It is assumed that all information provided to the EAP by the Applicant is true and without omission. It is also assumed that all mitigation, management, and monitoring measures prescribed in this Basic Assessment Report and the accompanying Environmental Management Programme will be implemented by the applicant. There are no significant gaps in knowledge.	
2.5.	The period for which the EA is required, the date the activity will be concluded and when the post construction monitoring requirements should be finalised.
The EA is required for a validity period of 10 years. Post construction monitoring requirements should be concluded within six months of the construction phase.	

3. Water

Since the Western Cape is a water scarce area explain what measures will be implemented to avoid the use of potable water during the development and operational phase and what measures will be implemented to reduce your water demand, save water and measures to reuse or recycle water.
During the construction phase, non-potable water sources will be used as far as possible as stipulated in the EMPr. The proposed development could also consider making use of alternate water sources available in the City. These include water augmentation schemes, groundwater abstraction, reclaimed (non-potable) water for irrigation or local industry, recycling greywater and harvesting rainwater. Future developers are advised to consider these initiatives as part of their proposed water supply planning.

4. Waste

Explain what measures have been taken to reduce, reuse or recycle waste.
The site is expected to produce business and commercial waste, which consists mainly of packaging materials such as glass, paper and plastics, cans, etc, with a limited quantity of foodstuffs emanating

from hotels and restaurants. The proposed development is expected to produce less than one ton of waste per day which equates to approximately 4m³.

Construction phase waste minimisation and recycling is stipulated as a requirement of the EMPr.

Various methods of recycling or reducing waste volumes should be implemented by the future developer(s), such as promoting the use of:

- » The City of Cape Town's free door-to-door recycling collection programme
- » The City of Cape Town's waste drop-off points
- » Organic waste composting and separation of waste at source
- » Private recycling drop-off points and collection services

5. Energy Efficiency

8.1. Explain what design measures have been taken to ensure that the development proposal will be energy efficient.

Energy efficiency measures will be considered in the detailed stages of the project.

SECTION K: DECLARATIONS

DECLARATION OF THE APPLICANT

Note: Duplicate this section where there is more than one Applicant.

I, ~~Erna Sills in my personal capacity~~ or duly authorised thereto hereby declare/affirm that all the information submitted or to be submitted as part of this application form is true and correct, and that:

- I am fully aware of my responsibilities in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"), the Environmental Impact Assessment ("EIA") Regulations, and any relevant Specific Environmental Management Act and that failure to comply with these requirements may constitute an offence in terms of relevant environmental legislation;
- I am aware of my general duty of care in terms of Section 28 of the NEMA;
- I am aware that it is an offence in terms of Section 24F of the NEMA should I commence with a listed activity prior to obtaining an Environmental Authorisation;
- I appointed the Environmental Assessment Practitioner ("EAP") (if not exempted from this requirement) which:
 - meets all the requirements in terms of Regulation 13 of the NEMA EIA Regulations; or
 - ~~◦ meets all the requirements other than the requirement to be independent in terms of Regulation 13 of the NEMA EIA Regulations, but a review EAP has been appointed who does meet all the requirements of Regulation 13 of the NEMA EIA Regulations;~~
- I will provide the EAP and any specialist, where applicable, and the Competent Authority with access to all information at my disposal that is relevant to the application;
- I will be responsible for the costs incurred in complying with the NEMA EIA Regulations and other environmental legislation including but not limited to –
 - costs incurred for the appointment of the EAP or any legitimately person contracted by the EAP;
 - costs in respect of any fee prescribed by the Minister or MEC in respect of the NEMA EIA Regulations;
 - Legitimate costs in respect of specialist(s) reviews; and
 - the provision of security to ensure compliance with applicable management and mitigation measures;
- I am responsible for complying with conditions that may be attached to any decision(s) issued by the Competent Authority, hereby indemnify, the government of the Republic, the Competent Authority and all its officers, agents and employees, from any liability arising out of the content of any report, any procedure or any action for which I or the EAP is responsible in terms of the NEMA EIA Regulations and any Specific Environmental Management Act.

Note: If acting in a representative capacity, a certified copy of the resolution or power of attorney must be attached.

Signature of the Applicant:

Date:

CITY OF CAPE TOWN

Name of company (if applicable):

DECLARATION OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER ("EAP")

I, **Jeremy Rose**, EAP Registration number **2019/1116** as the appointed EAP hereby declare/affirm the correctness of the:

- Information provided in this BAR and any other documents/reports submitted in support of this BAR;
- The inclusion of comments and inputs from stakeholders and I&APs;
- The inclusion of inputs and recommendations from the specialist reports where relevant; and
- Any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties, and that:
- In terms of the general requirement to be independent:
 - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the activity or application and that there are no circumstances that may compromise my objectivity; or
 - ~~am not independent, but another EAP that meets the general requirements set out in Regulation 13 of NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review EAP must be submitted);~~
- In terms of the remainder of the general requirements for an EAP, am fully aware of and meet all of the requirements and that failure to comply with any the requirements may result in disqualification;
- I have disclosed, to the Applicant, the specialist (if any), the Competent Authority and registered interested and affected parties, all material information that have or may have the potential to influence the decision of the Competent Authority or the objectivity of any report, plan or document prepared or to be prepared as part of this application;
- I have ensured that information containing all relevant facts in respect of the application was distributed or was made available to registered interested and affected parties and that participation will be facilitated in such a manner that all interested and affected parties were provided with a reasonable opportunity to participate and to provide comments;
- I have ensured that the comments of all interested and affected parties were considered, recorded, responded to and submitted to the Competent Authority in respect of this application;
- I have ensured the inclusion of inputs and recommendations from the specialist reports in respect of the application, where relevant;
- I have kept a register of all interested and affected parties that participated in the public participation process; and
- I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations;


Signature of the EAP:

13 February 2025

Date:

INFINITY ENVIRONMENTAL (PTY) LTD

Name of company (if applicable):