



Strand Street Quarry Redevelopment Framework

Urban Design and Landscape Framework

December 2023 (Rev 2)

City of Cape Town, Urban Catalytic Investment

Prepared by Meyer & Associates, Architects and Urban Designers.

In association with @Planning Town Planners, Infinity Environmental, HHO Engineers, Bridget O'Donoghue, Claasen Aurret and Terra+ Landscape Architects.

Prepared for:



City of Cape Town

Directorate: Spatial Planning and Environment
Urban Catalytic Investment Branch

Client Representatives:

Frank Cumming
Gideon Brand
Erna van Zyl

Report compiled by:

Meyer & Associates
architects. urban designers



Meyer & Associates, Architects & Urban Designers

Unit A301, The Armoury,
Buchanan Square,
160 Sir Lowry Road,
Woodstock,
Cape Town, 7925
T: 021 461 5514

E: tiaan@meyerandassociates.co.za



Document authors:

Tiaan Meyer
Kirsty Westcott

Project Team:

Town Planning @Planning - Anine Trümpelmann, Lize Malan, Elzina Louw, Garth Glaum

Architects and Urban Designers: Meyer & Associates - Tiaan Meyer, Kirsty Westcott & Lerys Hendricks

Transport Engineers: HHO - Stef Naude

Services Engineers: HHO - Fred de Villiers & Paul Levy

Electrical Engineers: Claasen Aurret - Cape Jacques Spangenberg & Zaine Louw

Stakeholder Engagement: Infinity Environmental - Shawn Johnston

Environmental: Infinity Environmental - Jeremy Rose

Heritage: Bridget O'Donoghue

Landscape Architects: Terra+ - Ankie Bormans, Michael Brown, Penny Moir

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- **Annexure 2:** Environmental Screening Report
- **Annexure 3:** Heritage Scoping Study
- **Annexure 4.1:** Landscape Character Analysis and Indicators
- **Annexure 4.2:** Landscape Framework Report
- **Annexure 5:** Transport Engineering Status Quo Report
- **Annexure 6:** Bulk Engineering Services Status Quo Report
- **Annexure 7:** Geotechnical Status Quo Report
- **Annexure 8.1:** Stakeholder Engagement Plan
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- **Annexure 8.3:** Pre-Application Public Participation Report

CHAPTER 1. Introduction

1.1 Introduction and Background

The City of Cape Town has a vision to establish Cape Town as a vibrant city that offers a variety of opportunities to its residents and visitors. To attract investment that would realise this vision, the City's Urban Catalytic Investment Branch (UCI) is undertaking planning for key areas throughout the City. In 2021, the Foreshore Gateway Vision Framework Plan (FGVFP) was completed which identified a variety of development opportunities on publicly owned land in this important nexus between the Waterfront and the CBD. The study area included various properties along the western boundary of Buitengracht Street as well as properties situated within De Waterkant, Green Point and the Strand Street Quarry, with the focus on conceptualising the development potential of the land parcels along Buitengracht Street. The Strand Street quarry (identified as block 32), was included in the study area, but it was recognised that much work has been done in the past by the City and other parties to formulate proposals for the site. With regard to the Strand Street Quarry, the FGVFP thus considered the merits of the various existing proposals in the context of the proposals for the FGVFP study area, and high-level recommendations were made for the site. These were aligned with City planning initiatives that were underway at the time such as the Bo Kaap LSDF and the CBD Recovery Programme process.

The quarry site located at the edge of the Bo-Kaap, between Signal Hill and the CBD, has since been identified as a site that can readily be developed through a partnership between the City of Cape Town, the private sector and SANParks to unlock its significant development potential, including possible access to the Noon Gun from the site via some form of "People Mover." It is apparent that the strategic location, historic significance, and unique physical characteristics of the Strand Street Quarry, afford it opportunities for commercially viable development that can serve the local community and visitors. The Foreshore Gateway Vision Framework Plan (FGVFP) suggested that the site could accommodate a full-scale sports field; office accommodation for City departments as may be identified through the engagement process; tourist facilities and potentially access to the Noon Gun via a lift structure (referred to as a "People Mover" in earlier proposals). The Strand Street Quarry Redevelopment project is aimed at testing these proposals from a technical, environmental and public desirability perspective, preparing a detailed Urban Design and Landscape Framework and ultimately delivering a site with appropriate development rights in place that can be offered to the market for development.

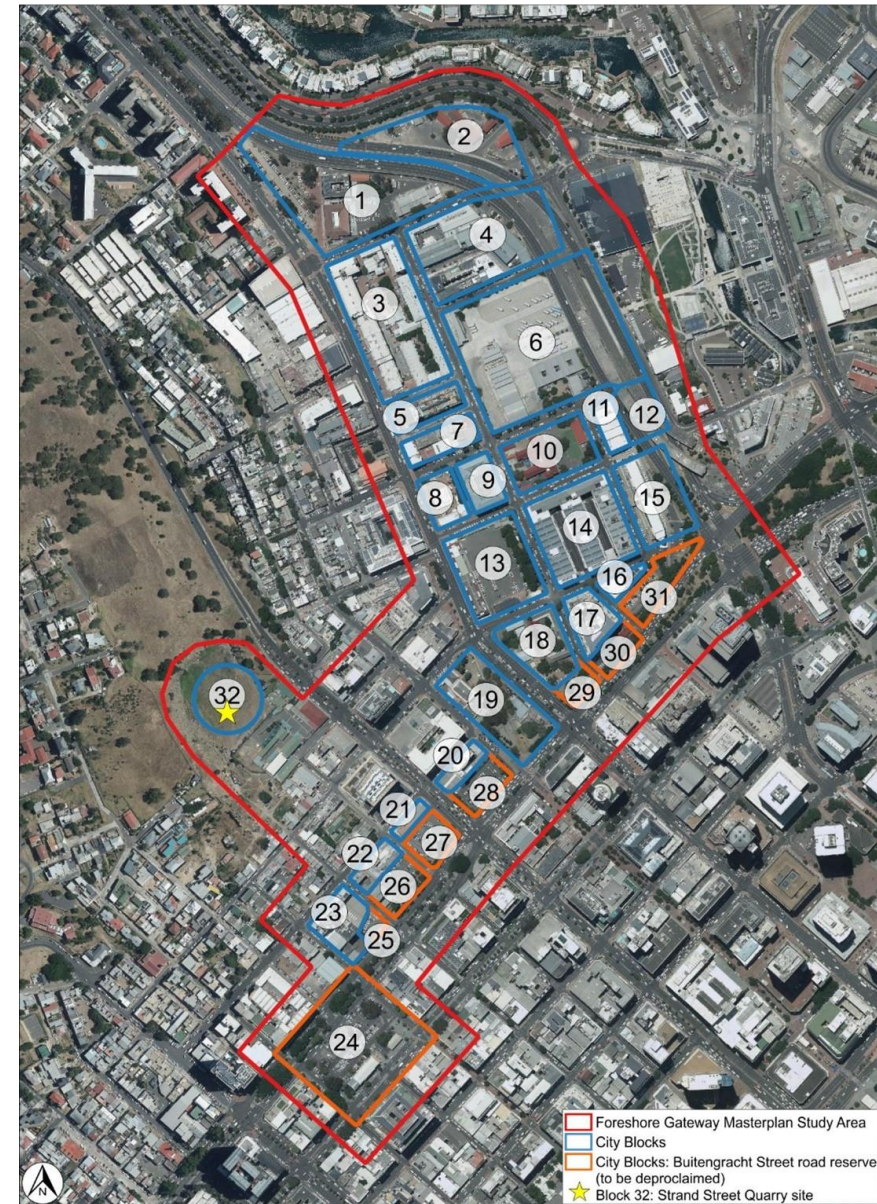


Figure 1.1: Foreshore Gateway Vision Framework Plan land parcels (FGVFP, 2021)

1.2 Locality and Study Area

The site is situated within the City Bowl of Cape Town, on the eastern edge of the Bo-Kaap and at the base of Signal Hill (refer to figure 1.2). It is situated to the south of the Atlantic Seaboard (Green Point and De Waterkant) and west of the CBD. Significantly, the study area borders on the Table Mountain National Park to its north-west which is managed by SANParks.

Additionally, the site is located on the border of Bo-Kaap, along two transport routes – Strand Street and High Level Road which links the Cape Town CBD with the Atlantic Seaboard (refer to figure 1.3). It abuts a historical, fine-grained, and dense residential neighbourhood of the Bo-Kaap to the west, and course-grained, predominantly commercial development of the CBD to the south, and a mix between course and fine-grained development across Strand Street towards the east.

The Strand Street Quarry is the largest of three quarries, the others being, the Wash House Quarry and the Prayer Quarry to its south. All three of these, namely, Strand Street, Wash House and Prayer Quarries, are classified as National Heritage Sites and are of immense heritage significance. The unique rocky and sheer quarry face of the Strand Street Quarry is a significant feature of the site.

The identified study area, indicated in the red dashed line, focusses on the Strand Street Quarry site, as well as adjacent access routes along Strand and Hudson Streets.

This site presents many layers of history, that need to be understood and unpacked through the exploration and analysis process.



Figure 1.2: Metropolitan context (@Planning, 2023)

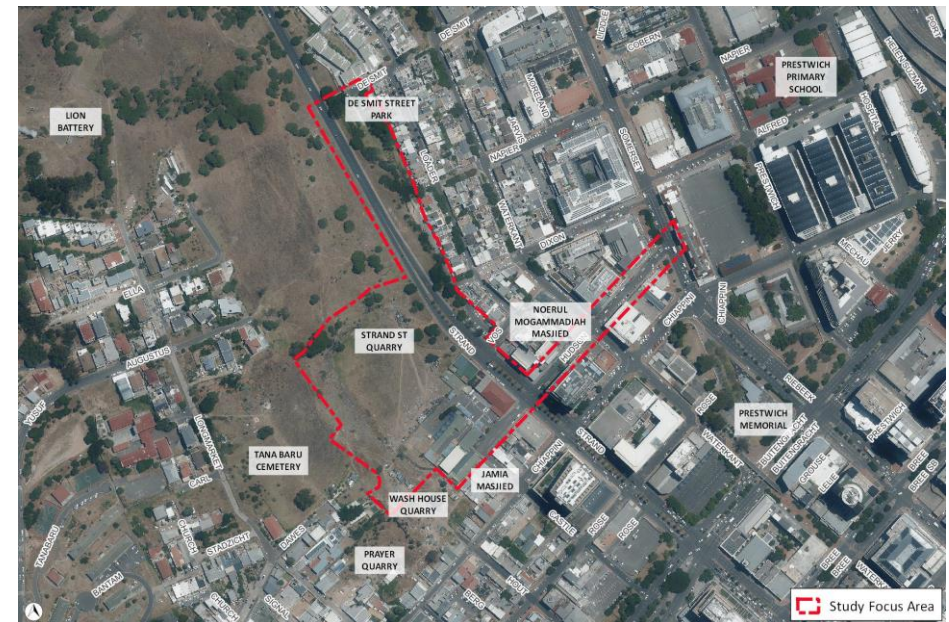


Figure 1.3: Local site context (@Planning, 2023)

1.3 Consultant Team

The professional team consists of a multi-disciplinary team which includes town planners, urban designers, engineers, landscape, environmental and heritage expertise.

The full professional team is set out in figure 1.4.

1.4 Project Outline

The project execution has been conceived as follows:

Phase 1: Inception

- Clarification of the brief, site visit(s) and agreement regarding the planning process
- Formulation of a stakeholder engagement plan

Deliverable:

- Inception report (*completed*)
- Stakeholder Engagement Plan (*agreed with client*)

Phase 2: Information gathering and preparation of baseline information, including:

- A topographical survey & biophysical information.
- Preparation of a base-map and mapping of relevant information such as municipal services
- Traffic counts and transport issues
- Heritage Resources Status Quo Report
- Cadastral information, zoning rights and other legal and land use management considerations
- Current on-site uses and future requirements by City departments
- Relevant policies and frameworks
- Identification of stakeholders

Deliverable:

- Status quo report
- Stakeholder database

Company	Role	Person name
@Planning	Lead Consultant & Principal Planner	Anine Trümpelmann
	Senior Planner	Lize Malan
	Senior Planner	Elizna Louw
	GIS specialist	Garth Glaum
Meyer & Associates Architects and Urban Design	Principal Urban Designer	Tiaan Meyer
	Junior Urban Designer	Lerys Hendricks
	Junior Urban Designer	Kirsty Westcott
Terra+	Landscape Architects	Ankia Bormans
		Maria Kulikovskaya
		Michael Brown
HHO Consulting Engineers	Project Director & Civil Engineer	Fred de Villiers
	Traffic Engineer	Lihan van der Merwe
	Transportation Engineer	Stef Naude
	Civil & Stormwater	Paul Levy
BFL Land Development	Land Surveyor	Sanjeev Hirachund
Claasen Auret	Electrical Engineer	Jacques Spangenberg
Bridget O'Donoghue	Heritage Practitioner: Built Environment and Visual	Bridget O'Donoghue
ACO Associates	Archaeologist	John Gribble
Infinity Environmental	Environmental Practitioner	Jeremy Rose
	Environmental Practitioner	Kakale Munamati
	Stakeholder facilitation (organisational)	Tarryn Solomon
Sustainable Futures ZA	Stakeholder facilitation (community)	Shawn Johnstone
Infinity Aerial	Drone imagery and enumeration	Jeremy Rose

Figure 1.4: Professional team (@Planning, 2023)

Phase 3: Analysis and mapping of opportunities and constraints

- Formulation of a draft vision and principles for development
- Mapping of contextual and site opportunities and constraints
- Engagement with representatives from stakeholder organisations through focussed workshops and meetings

Deliverable:

- Concise report summarising vision, principles and opportunities and constraints
- Public awareness and an understanding of the needs and expectations of stakeholders

Phase 4: Urban Design and Landscape Concept Plan and Design Guidelines

- Agreement on the vision and principles for development – based on stakeholder engagement
- Formulation of an Urban Design and Landscaping Concept – various iterations based on outcomes of stakeholder engagements
- Identification of land use management, services and transport implications
- Various stakeholder engagements including workshops (or charettes), including circulation of concept to City of Cape Town branches for comment
- Initiation of statutory applications required in terms of NEMA and NHRA
- Agreement with City regarding content and scope of land use application, including the delineation of the site

Deliverable:

- Urban Design and Landscape Framework and design guidelines
- Environmental authorisation and heritage applications completed and advertised

Phase 5: Statutory Applications

- Finalisation of environmental and heritage applications
- Preparation of land use applications
- Internal municipal circulation and advertising of application
- Response to comments
- Decision by City of Cape Town

Deliverable:

- Suite of statutory approvals required for redevelopment.



Figure 1.5: Strand Street Quarry Proposals extract (FGVFP, 2021)

1.5 Purpose of this report

This report presents the outcomes of Phases 2 and 3 as well as the development concept that emerged from the earlier phases. It includes detailed information on all aspects of the site and its context that will have a bearing on the Urban Design and Landscaping Framework and statutory applications. This includes:

- Technical aspects such as the physical attributes of the site, servicing of the site, and current uses;
- Its socio-economic value, including heritage significance, view corridors and other less tangible considerations;
- Legal considerations such as ownership, cadastral boundaries and zoning; policies and spatial planning frameworks that apply to the site and its context.

Finally it provides summary of the consultation to date and the design concept that emerged from the consultation process.

1.6 Statutory Requirements

This project is aimed at delivering a site with the necessary statutory approvals in place in order for development to obtain building plan approval. To achieve this the following applications will be required:

1.6.1 National Heritage Resources Act (No. 25 of 1999) (NHRA)

The Strand Street Quarry is a declared National Heritage Site in terms of Section 27(5) of the NHRA. An application is therefore required in terms of Section 27(18) of the NHRA for a permit from the South African Heritage Resources Agency (SAHRA) for alterations to the site.

In addition, a notification of intent to develop in terms of Section 38(1) of the NHRA is required to the provincial authority, Heritage Western Cape (HWC), in respect of any development proposed outside the declared national heritage sites (the Quarry and the Jamia Mosque) may be required.

This may be followed by a Heritage Impact Assessment (HIA) if required by HWC.

1.6.2 National Environmental Management Act (No. 107 of 1998) (NEMA)

It is anticipated that Environmental Authorisation (EA) will be required for any substantial change of land use on the site, given its public open space zoning. The following potential triggers have been identified:

- **Activity 26 of Listing Notice 1:** Residential, retail, recreational, tourism, commercial or institutional developments of 1 000m² 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 8 of Listing Notice 3:** The development and related operation of above ground cableways and funiculars, applicable to all areas outside urban areas in the Western Cape.
- **Activity 15 of Listing Notice 3:** 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. In the Western Cape this is applicable to site outside of urban areas, or to sites inside urban areas as follows: (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 application will entail a Basic Assessment as set out in the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended in 2017).

1.6.3 Cape Town Municipal Planning By-law (2015) (MPBL) and Development Management Scheme (2015) (DMS)

The current proposal for the redevelopment of the site will require at least the following land development applications in terms of the MPBL and DMS (as amended):

- **Section 42(a):** rezoning of the site or a portion of the site; and/or
- **Section 42(i):** consent use application;
- **Section 42(d):** subdivision of a property – note that this subdivision will have to be agreed with SANParks in terms of the Heads of Agreement between the City and SANParks;
- **Section 42(i):** City's approval in terms of Section 162(1) of the DMS relating to a Heritage Protection Overlay Zone (HPOZ).

The exact nature of the land development application required will be determined during Phase 4 of the project.

1.7 Structure of this Report and Annexures

Significant research has been undertaken in various disciplines to inform this report. This research is captured in a series of specialist reports which are summarised in the introductory chapters and are annexed in full to this report.

The information contained in the specialist reports are integrated into the status quo informants, contextual analysis, opportunities and constraints, and final proposals.

1.7.1 Concept Report Content:

- **Chapter 1:** Introduction - contains a short summary of the brief, objectives, locality, team composition and the status of the report.
- **Chapter 2:** Status Quo Informants: contains an overview of the policy context and summarises existing applicable policies. Information that was gathered relating to heritage, environmental, zoning, property, engineering, traffic, zoning and land ownership is summarised. The large number of other studies and planning initiatives which have been undertaken for this area over the past 50 years are also summarised, since some of these proposals remain relevant and have informed the proposals in this vision.
- **Chapter 3:** Stakeholder Engagement Plan outline
- **Chapter 4:** Contextual Analysis, Opportunities and Constraints.
- **Chapter 5:** Urban Design Concept Development: including the stakeholder engagement outcomes which inform the development of guiding design principles and objectives which identify desired performance qualities specific to this area.
- **Chapter 6:** This chapter contains the Urban Design Framework and Development Proposals.
- **Chapter 7:** Landscape Framework - complimentary to the Urban Design Framework.
- **Chapter 8:** Conclusion and next steps.

1.7.2 Annexures:

- **Annexure 1:** Town Planning Status Quo Report
- **Annexure 2:** Environmental Screening Report
- **Annexure 3:** Heritage Scoping Study
- **Annexure 4.1:** Landscape Character Analysis and Indicators
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- **Annexure 8.2:** Stakeholder Engagement Report
- **Annexure 8.3:** Pre-Application Public Participation Report

CHAPTER 2. Status Quo Informants

2.1 City Policy Context and Informants

2.1.1 Municipal Spatial Development Framework (2023) (MSDF)

The Municipal Spatial Development Framework (MSDF) approved by Council in January 2023, presents the spatial interpretation of the City's IDP, which is driven by a vision to create a *City of Hope* – a demonstration of what is possible in South Africa if we work together – and living proof that South African cities can be places where people's life steadily improve and poverty is overcome. In particular it is stated that the MSDF and its supporting plans and policies must facilitate rapid and inclusive economic growth so that many more residents, households and communities will be able to improve their circumstances and life chances. It is noted that this SDF review was undertaken in the consolidation period after the Covid 19 pandemic and thus has a focus on responding to the challenges facing the City in the aftermath.

The key focus of the MSDF is accelerating the implementation of inward growth focused spatially targeted programmes. This will be achieved through Transit Oriented Development with land use intensification in areas accessible by public transport – these are development corridors, metropolitan and district nodes and Transit Accessible Precincts (TAPs). Land use intensification implies a medium-to-long-term mix of residential and non-residential land use (diversification) through the increased use of space, both horizontally and vertically (densification).

The study area is situated within the Urban Inner Core zone which is targeted for “future proof and upscale” and which is prioritised for investment in spatially targeted interventions and mechanisms. Commercial activity remains concentrated in three business nodes of the Urban Inner Core, namely the CBD, Bellville and Claremont, but it is recognised that the pandemic has impacted on the performance of these nodes, with the CBD particularly badly affected. The MSDF states that Cape Town's recovery from the pandemic is premised on the economic recovery of the CBD, specifically by boosting mixed-use intensification and the supply of residential opportunities to residents from as many income brackets as possible. 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. The project explores approaches to unlock the economic potential of the Foreshore and strengthen linkages between the CBD

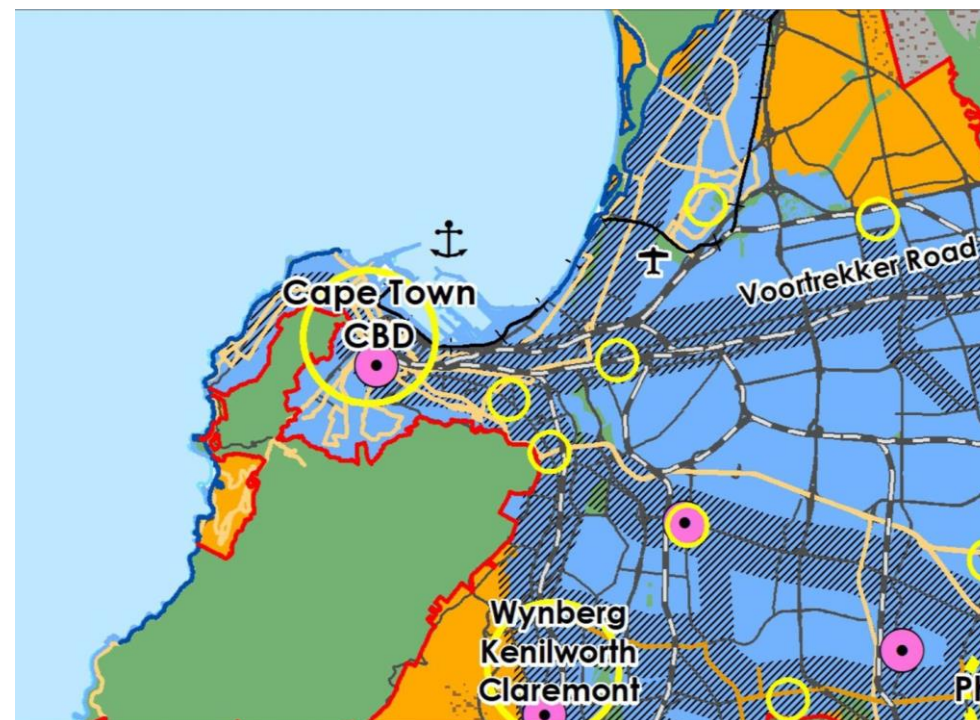


Figure 2.1: Extract from MSDF Map 5d: Consolidated spatial plan concept

(including Bo-Kaap) and the V&A Waterfront. This project flows from the Foreshore Gateway Precinct Plan.

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.*

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.*

2.1.2 Table Bay District SDF & EMF (2023)

The District SDF & EMF for Table Bay (and the other seven planning districts) were approved by the City Council at the same time as the MSDF in 2023. The vision for the Table Bay District is:

An inclusive destination, providing more homes and opportunities to more people. An innovative district that becomes increasingly accessible and continues to offer a variety of economic opportunities, the benefits of which spread across the City. A resilient district where character areas, green spaces and cultural practices are celebrated.

The following is a summary of the relevant aspects of the Table Bay DSDF & EMF in relation to the study area:

i) Baseline and Analysis Report (Volume 1)

The baseline report presents a comprehensive analysis of the District's population characteristics, natural environment, built environment, economy and property and market, the risks faced by the District and its resilience to cope with these risks. The following conclusions are of relevance to the Strand Street Quarry.

- Densification in the area will give rise to an increased demand for social facilities.
- Access to the Table Mountain, a major destination in the City should be enhanced in partnership with SANParks.
- In order to promote tourism amenities and destinations, vibrant urban spaces should be created in conjunction with initiatives such as Open Streets, Salt River Open Arts festival.

- Vacant and underutilised land should be optimised for human settlements and social facilities.
- Heritage areas and resources should be celebrated and enhanced.

ii) Proposals and Guidelines (Volume 2)

In this section, the general guidelines which apply to the study area have been summarised, especially in relation to the development of City- and other publicly owned land holdings. The following opportunities have been identified to facilitate the strategic role of the Table Bay District in the Metropolitan area.

- Intensification of development opportunities through urban infill and redevelopment supporting a more compact, efficient urban form and enabling transformation of the Apartheid City;
- Enhancing natural assets and green infrastructure and adapting to and mitigating climate change impacts;
- Maintaining the viability of economic areas and strengthening advantages and connections; and – of relevance to this project -
- Enhancing public spaces, sense of place and celebrating heritage.

Key interventions proposed, include:

- Support the intensification of development in infill sites and plan for key infrastructure and affordable housing integrated into strategic infill opportunity areas including the Bo-Kaap;
- Where infill development coincides with green infrastructure, plan for developments that are both pro-green and pro-urban, effectively integrating the two through innovative design;
- Support the functioning and enhancement of urban nodes and destination places through a range of urban and landscape design interventions, facility provision and redevelopment opportunities;
- Develop or support the development of brownfield opportunities in underutilised government buildings and storage yards in the CBD;
- Celebrate Cape Town's diverse historical legacies through appropriate management of urban form, architectural design, signage and artwork and the various land use management tools provided for in the DMS;
- Encourage and enable innovation and piloting of projects which enhance inclusion or create a more vibrant urban space, for example Open Streets or the Salt River Public Arts Festival;
- Encourage innovation in buildings and renewable energy to progressively realise net zero carbon goals; and
- Initiate public space improvements and improvements to NMT.

In the Table Bay District SDF & EMF, the **Strand Street Quarry** site is designated as a **Structuring Open Space**, with the following guidelines for development:

- 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.
- Appropriate high or medium density development along open space interfaces could be considered to improve passive surveillance.
- Safety and security should be considered in the upgrading, landscaping or development of open spaces.
- Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space.
- Where feasible, opportunities for low impact sustainable use of open spaces, by local communities should be considered (e.g. small-scale urban agriculture) the role of the site in the Green Infrastructure Network will inform the feasibility of these initiatives.
- Consider the impact of development on social and cultural uses of open spaces, guided by the Green Infrastructure Network (GINet).
- Consider the green infrastructure and ecosystem function of open spaces by consulting the GINet
- Ensure that landscaping in new building projects is appropriate for local conditions and can sustain the impacts of weather events and climate change.

Where open spaces are related to schools or institutions (such as formal sports fields) the following additional guideline is included:

- School sites and institutional sites have been identified in their entirety as part of structuring open space where they contain fields or other green spaces. General open space guidelines apply only to the greened areas. Development related to the growth and functioning of these institutions and spaces will not trigger a deviation from the MSDF. New development on fields should consider the community role of the space and the surrounding context. In dense urban contexts with few open spaces, the retention of open space on school fields is to be encouraged.

With regard to open spaces related to or forming part of **Cultural Landscapes**, the visual impacts on the landscape must be considered with reference to the City's Cultural and Heritage Management Policy.

Note that the Strand Street Quarry is included in the urban edge, whereas the open land to the north of Strand Street, included in the study area, falls outside the urban edge.

Strand Street, where it traverses the site is identified as a **Scenic Route** in the Table Bay District SDF&EMF. The following guidelines apply to scenic routes:

- Prioritise the upgrade of these routes and support implementation thereof. This should align broadly with the route's scenic quality value, degree of tourism use, and road surface & reserve upgrade necessity.
- In general, development along scenic drives and routes should seek to retain views from the route and not negatively affect the character of the landscape through which it passes.
- Any redevelopment along scenic drives and routes should include the addressing of landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol. 3, 2003) or subsequently approved management plans, e.g. transport designations. Development should comply with the comprehensive set of guidelines for visual design.
- Enhance the scenic experience, wherever possible, by removing moveable obstructions and provide suitable NMT infrastructure where appropriate.
- Ensure that safe access to and along scenic drives is enhanced.

The **built-up portion** of the study area has been designated as a **New Development Area**, which in the District SDF&EMF 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.

In addition to the designation of **Strand Street/High Level Road**, as a scenic route, it is indicated as a **Connector Route**, which primarily fulfils a mobility function. The District SDF&EMF states that:

- Mitigation of the impact of the road's dominant mobility function (including design efforts to slow traffic) may be appropriate at high-intensity nodal areas.
- Civic upgrades, landscaping and NMT provision should be made as and where appropriate, including where possible as part of new developments, to ensure quality streetscapes.
- Appropriate lower order roads linking neighbourhoods and opportunity areas (such as parks, destination places and commercial areas) should be identified for prioritised NMT treatment.

The Table Bay District SDF & EMF also identified **Destination Places** which includes inter alia **Table Mountain and Signal Hill and the Bo-Kaap**. Guidelines for destination places include the following:

- Support private and public sector investment for appropriate redevelopment and upgrading of destination places to ensure they maintain variety for repeat visitors.
- Support development of potential destination places which will promote and enhance tourism and recreation, in areas that have not been included in the tourism economy.
- Maintain scenic beauty, cultural heritage resources and natural assets that attract visitors and contribute to sense of place. Any new developments should consider the natural, historical and cultural character of the area.
- Enable less formal trade and encourage appropriate economic activities at destination places (e.g. mobile food trucks along hiking and cycling paths, especially along scenic routes and viewpoints).
- Promote synergies between the various economic sectors and tourism. Where feasible a link can be made between creative industries and tourism, nature and tourism, food/beverage and tourism, etc. through correct zoning and urban design, allowing land use activities like restaurants spilling out on the pavement, allow commercial pop-ups and so forth; increasing the scope of land use rights to ensure universal accessible access and infrastructure along routes.
- Improve legible connections between tourism destinations encouraging visitors towards different areas.
- Encourage adherence to the City's Urban Design Policy in order to promote the location factors for tourism businesses.
- Use street-scaping, landscaping and signage to define and characterise spaces – this is critical in highlighting the diversity of experiences.

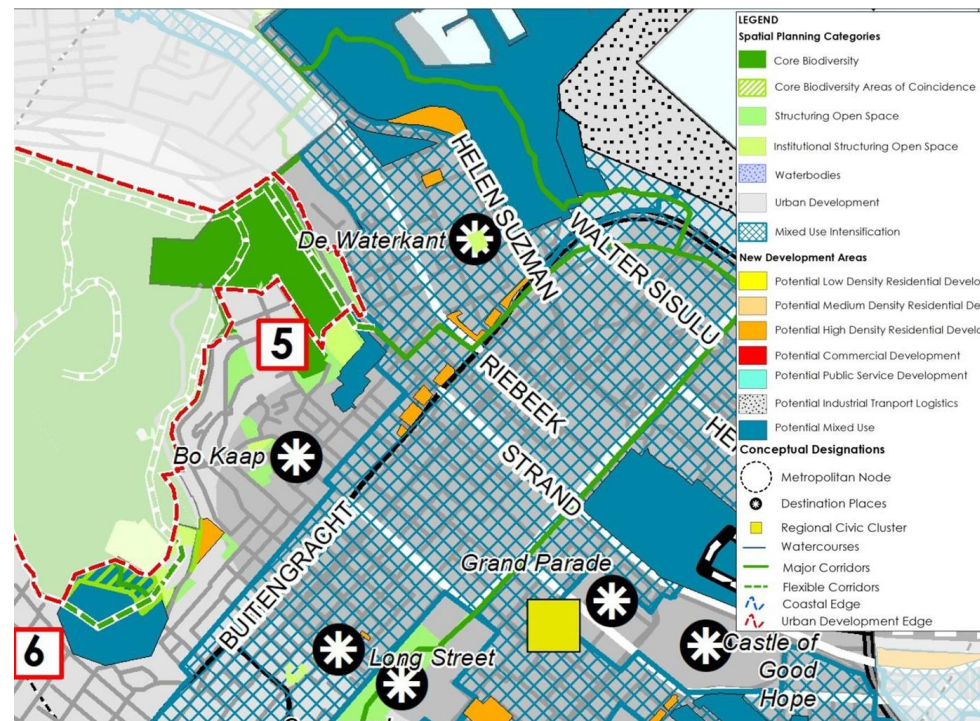


Figure 2.2: Extract from the MSDf showing Sub-District 2

The site falls within Sub-district 2 of the Table Bay District, which comprises the Bo-Kaap and De Waterkant. Both these areas have distinct characters that are protected through Heritage Protection Overlay Zones. The Bo-Kaap is recognised as the oldest residential suburb in the country with high socio-historical significance and is closely associated with the early origins of Islam in this country. The area, with its mountain backdrop and views over the city, is characterised by narrow cobbled streets, lined by low-scale fine-grained residential development interspersed with place-making elements such as mosques and corner shops.

The Loader Street HPOZ which covers a portion of De Waterkant, is characterised by Georgian terraced housing with a modest scale and fine grain.

Development objectives and guidelines for development of relevance to this project include the following:

- Ensure appropriate built form and land use to achieve a quality environment.
- Prevent deterioration of the natural environment, in particular:
 - Promote a positive interface between development and mountain edge and facilitate sensitively scaled buildings where appropriate.
 - Maximise the social value of remaining open space by improving management, connectivity and edge conditions.
 - Refer to the Veldfire related planning guidelines for properties on the edge of natural areas.
 - Protect access and visual connection to natural feature, in particular:
 - Refer to the Veldfire related planning guidelines for properties on the edge of natural areas.
 - Retain access and visual linkages to the sea and mountain.
 - Enhance pedestrian access to Signal Hill while ensuring access does not negatively impact on conservation.
 - Ensure positive interface with parks and open spaces and upgrade existing parks and open spaces:
 - Enhance pedestrian access to Signal Hill while ensuring access does not negatively impact on conservation.
 - Optimise open space value of the disused quarries by making provision for active and passive recreational opportunities and improved landscaping.
 - Accommodate community use and management of public spaces between buildings for gardening purposes.
- Protect the visual and amenity value of the area as a destination place:
 - Enhance the public environment through maintenance and improvement of public open spaces, parks and street trees.

- Retain and enhance the unique quality of the heritage areas and leverage tourism interest in the area by supporting land use responses such as restaurants and pop-up shops in appropriate locations.
- Use the public open spaces to enhance place identity through for example, public art works, murals and the retention of features that make the place photogenic to reflect the cultural diversity of these areas.

2.1.3 Bo-Kaap Local Area Spatial Development Framework

The Bo-Kaap Local Area Spatial Development Framework (LSDF), adopted by Council in May 2023, covers the Bo-Kaap residential area, the Magazine Site (Erf 81), the Quarry sites (i.e. Strand Street Quarry, Wash House Quarry and the Prayer Quarry) and the section between Rose Street and Buitengracht Street spanning from Strand Street to Wale Street. The LSDF vision statement for the area reads as follows:

"Bo-Kaap is a vibrant area with a strong history which makes it a treasured place in the City. The residents and the varying components which frame this living heritage site are connected to one another and its surrounding areas in a safe and efficient manner. Bo-Kaap is a space whereby positive interactions between inhabitants, economic markets and the natural environment co-exist in order to ensure a healthy and inclusive place."

iii) Bo-Kaap LSDF Baseline and Analysis report (Draft Report 2021)

The report outlines base information for Bo-Kaap area which includes the Strand Street Quarry and its surrounds. The baseline report highlights the following important aspects:

- The Quarry is one of the few active recreational sports field sites that serve the Bo-Kaap community and as such must be reserved for this purpose.
- The Quarry is a declared National Heritage Site.

The LSDF identifies various character areas of which one is the Quarry area (Sub-area 8), which includes all three quarries. The potential opportunity offered by the quarries is noted, as well as the uncertainty around the desired way forward for the Strand Street Quarry – in particular regarding the proposed "People Mover" station and urban development proposals. It also notes the opportunity for the Municipal buildings (significant heritage resources) to be put out to tender for more optimal use, and to create economic opportunities for the local community.

iv) Bo-Kaap LSDF Guidelines Report (2023)

Following on the Baseline report, the final report sets out proposals and guidelines for achieving the vision for Bo-Kaap. One of the main spatial ideas of the LSDF is utilizing vacant & underutilized strategic land parcels to provide dignified living experiences and future housing opportunities. 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.

In particular, it is suggested that all informal activities in the quarry precinct be relocated and that **temporary uses as an interim measure to activate the site should be introduced**. In addition, the Electrical Depot site should be redeveloped with the aim of activating and integrating the quarry precinct.

Other spatial strategies include:

- The leveraging of the environmental opportunities and the unique sense of place of the area, whilst preserving its identity and culture. In this regard it is suggested that the three quarries be revitalized with environmentally sensitive land uses that take into account the historic and religious significance of the site as a means of preserving the identity and culture; the quarries and the Tana Baru are integrated to create a single, multi-functional space and that work/live development in the quarry sites is supported which would activate the space and create a form of passive surveillance onto these sites.
- Integrating Bo-Kaap with surrounding areas through improved linkages and a more legible movement system, which should include greater integration between desired pedestrian paths and places of attraction such as Tana Baru, the quarries and node and formalizing mountain access and pathways.

The planning for precincts within the study area provides further detail for the study area. The site falls within Precinct 3 which includes the Magazine Site, the Tana Baru and the quarries. The Prayer and Wash House Quarries are earmarked for residential development, in addition to community uses such a congregational space in the Prayer Quarry and an ECD facility in the Wash House Quarry. The **Strand Street Quarry** has the potential to serve as a **multi-functional community facility** with the provision of mixed-use development along the edges. Development guidelines of relevance to this project include (refer to figure 2.3):

- Protect mountain interfaces and biodiversity on these sites.
- Reinforce a link between the three quarry sites in order to create a quarry 'unit' which encourages pedestrian movement and a vibrant public realm.
- Development should activate the edges along the quarry sites and provide passive surveillance onto potential recreational spaces.
- Create strong visual and physical links to the quarry sites for pedestrian movement by emphasising the public environment of streets, squares and parks.
- Access to the Quarry sites should primarily focus on pedestrians and public transport with limited vehicular access.
- Any development or use within any of the three quarry areas must not restrict or impact on views of the quarry rock faces.
- For any development activity application, including for any change of use, the City may require:

- A heritage impact study which must comprehensively assess heritage impact be it physical, sub-surface or social, and visual impact. The City may require that such heritage impact assessment be undertaken by a suitably qualified heritage practitioner.
- A SDP which must demonstrate the following with sufficient detail: (i) appropriate scale and design of the proposed development in relation to the existing character and heritage significance of the heritage sites formally declared in terms of the NHRA and the broader area; (ii) the visual impact of the proposed building mass; and (iii) impact on the bio-physical environment, natural features and skyline.
- A landscape plan, prepared by a registered landscape architect, with sufficient detail to the satisfaction of the City.
- Redevelopment must not detract from the cultural, heritage and spiritual significance of the Tanu Baru.
- Enhance the historical link between District Six and Signal Hill/ Bo-Kaap along Longmarket Street.

The **Electricity Depot Site**, the built-up portion of the larger Quarry site, falls within another precinct in the LSDF. Guidelines for the redevelopment of this area are as follows:

- Allow for greater permeability and integration between the three Quarry sites;
- Encourage active interfaces along the edges of the quarry unit;
- Accommodate for recreational, community and residential uses where appropriate;
- Acknowledge the heritage significance of the area.

4. Spatial Development Framework

4.1. SDF composite map

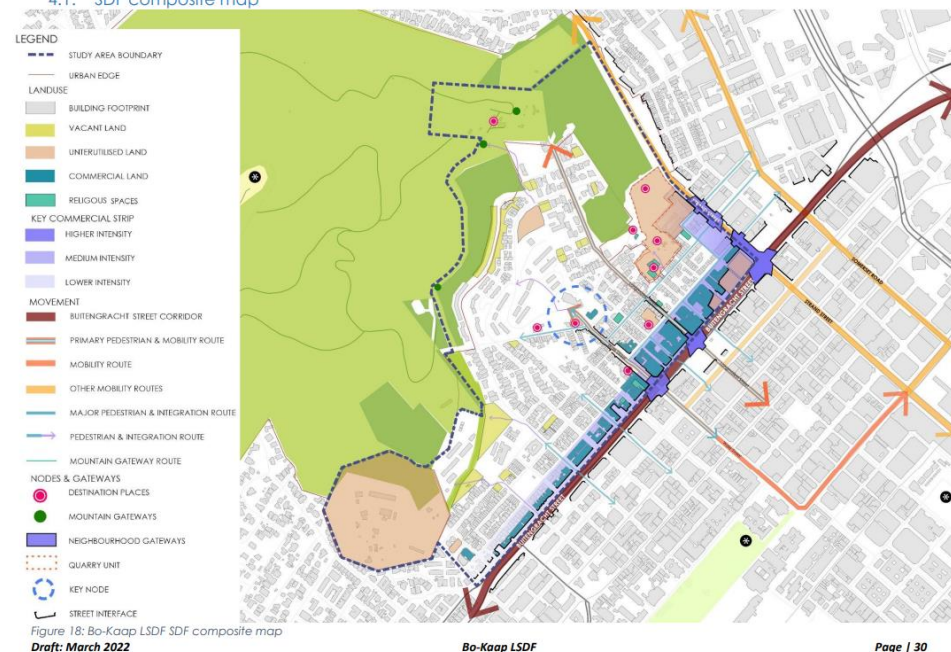


Figure 2.3: Spatial Development Framework from the Bo-Kaap LSDF (CoCT, 2023)

2.1.4 Natural Interface Study: Veldfire Related Planning Guidelines (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 (refer to figure 2.4). 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.

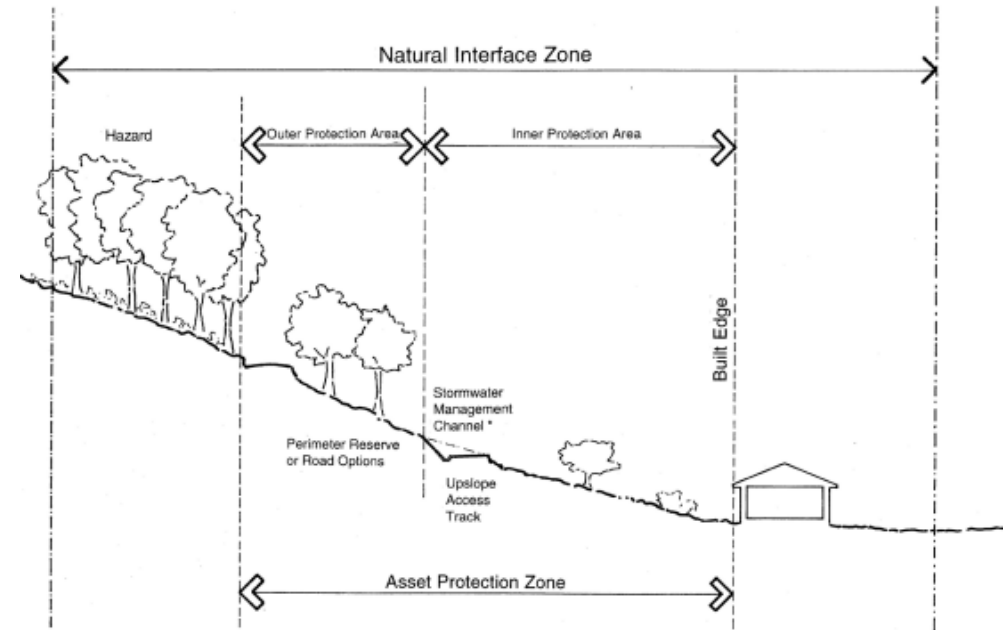


Figure 2.4: Components of an Asset Protection Zone (Veldfire Related Planning Guidelines, 2004)

2.1.5 Table Mountain National Park: Park Management Plan (2015-2025)

The TMNP covers a wide range of topics. Of particular relevance to this project are the proposals for the Signal Hill – Kloof Nek – Tafelberg Road development node.

This proposal is aimed at promoting access by public transport to Table Mountain and Signal Hill from the city centre. In 2000 the TMNP Signal Hill – Kloofnek – Tafelberg Road Development Framework (SHDF) was undertaken by SANParks. The study identified the need to improve visitor access with a possible mechanical “People Mover” link from Strand Street Quarry via the Lion Battery to the Signal Hill summit, with an onward shuttle bus service to the Lower Cable Station. An alternative to this proposal is to develop Kloof Nek as a gateway to the Park with associated visitor facilities and a shuttle bus link providing access to the Lower Cable Car Station and Signal Hill.

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. The mechanical “People Mover” in the form of a funicular, would ferry visitors from the Quarry with stopovers at viewpoints which can be developed with a range of visitor facilities and services at the Lion Battery (Noon Day Gun) and the Signal Hill summit. From here an onward shuttle bus service would transport visitors to the Lower Cable Station, reducing the need for unrestricted vehicular access to both Signal Hill and the Cable Station. However, the report states that numerous constraints to a funicular from the Strand Street Quarry were identified in terms of botanical, visual, heritage and cost impacts, were identified.

In addition, it was proposed that Signal Hill summit should be upgraded as a premier visitor site so as to enhance the visitor experience and to accommodate the large number of visitors. Opportunities identified include restaurants, trading and picnicking.

2.1.6 Urban Design Policy 2013 and Urban Design Guidelines (2017)

The intent of this policy is to improve the public environment to the benefit of everyone, by introducing urban design thinking into the planning and building design process. The policy is applied when an application for land use approval is made. The policy assists in formulating what is desirable development by providing design principles and objectives against which applications are assessed.

Objective 1: Development must contribute positively to the City structure (e.g. cluster community facilities in nodes, higher densities located in nodes and activity roads).

Objective 2: Development must contribute to improvement of public realm (e.g. higher density developments should be in the form of a perimeter block with open space or parking in the middle).

Objective 3: Ensure that development contributes to safe and secure communities (e.g. on a site and building specific level, buildings must ensure passive surveillance of public streets and public spaces (doors, windows, balconies and terraces that face public streets and public spaces)).

Objective 4: Ensure amenities are accessible and improve access and pedestrian and NMT permeability (e.g., on a site-specific level it could include providing wider sidewalks or, in certain instances where there are long city blocks, pedestrian movement can be improved with pedestrian arcades. NMT and public transport facilities should be included on larger sites e.g., shopping centres; loading and servicing areas should be appropriately located and screened).

Objective 5: Promote development intensity and mixed use. Height and coverage of buildings must respond to the urban structure. Ensure generous proportions to allow spaces or buildings to be adapted in future. Urban City blocks must be at least 30m deep to accommodate a range of uses. Floor-to-ceiling heights should allow for future adaptive re-use of the building. Introduce structured parking in basement and multi-storey car parks to free up land for development; design ground floor units to accommodate both residential and commercial use.

Objective 6: Ensure enclosure and positive interface onto public realm: buildings must be located to ensure a positive interface with the street: (e.g. avoid blank facades and parking facing onto public streets, or ensure adverse impacts are mitigated when it cannot be avoided, e.g. screening, landscaping or window treatment. Parking structures should not be located on the first two levels above ground level. Where it cannot be avoided, active uses should be located along street edges or public spaces.

Objective 7: Development should respond to informality.

Objective 8: Development should respond to the natural environment through sustainable design (e.g. buildings which abut open space must relate to the open space system positively with building form that interacts with the open space).

Objective 9: Enhance heritage and character of unique neighbourhoods (e.g. retain significant natural features; knit development into cultural and heritage streetscapes through sensitive response in terms of height, massing, placement, similar horizontal or vertical rhythms and use of contemporary complimentary materials, technologies and detailing).

The policy objectives are elaborated on in much greater detail in the 2017 Urban Design Guidelines (UDG) (incorporated into the summary above) where development guidelines are sometimes more clearly stated. The relevant policy directives for this development area and scale at which proposals are made, are the following:

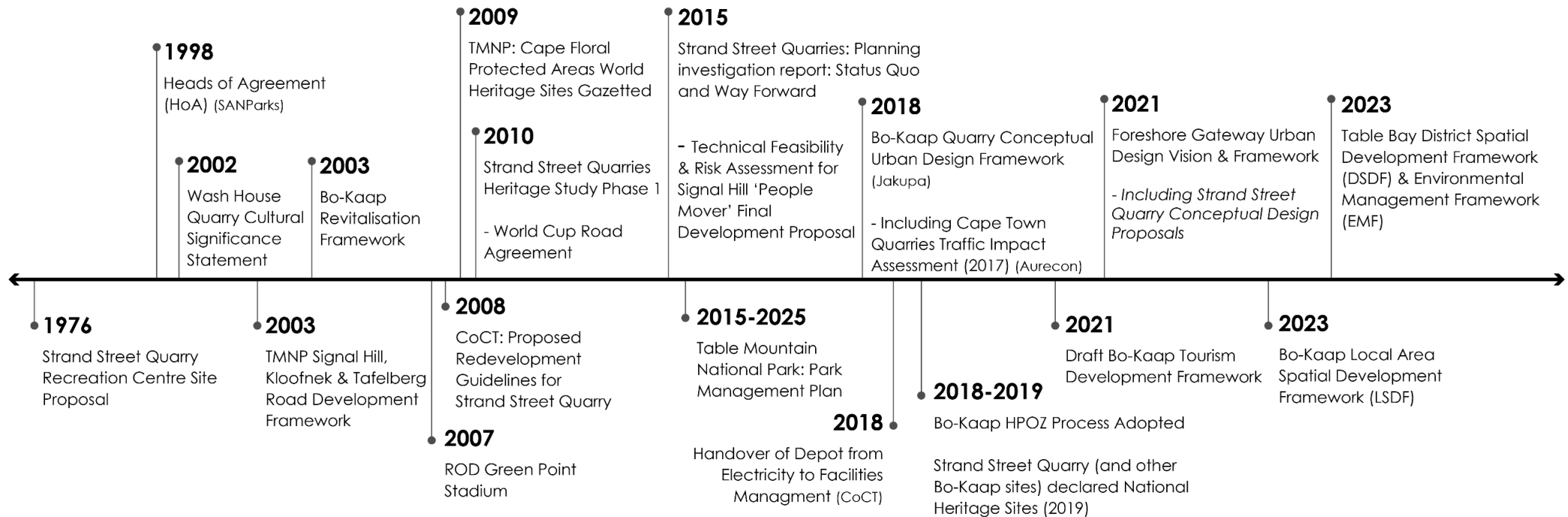
- Create positive urban structure and legible urban places (PS 1.1)
- Clustering of community facilities (PS 1.2)
- Create open space intentionally (PS 2.1) and must be overlooked (PS 2.2) and positive interface onto open space (PS 2.3)
- Optimise visual connections, increase passive surveillance, use simple geometries, promote a mix of complementary land uses (PS 3.1).
- Provide spatial connections between and through existing areas to connect, reinforce and transform areas. (PS 4.1)
- Address dominant pedestrian desire lines and generators of movement (PS 4.2) and promote NMT facilities (PS 4.3)
- Car parking must be convenient but not at the expense of the public realm (PS 4.4)
- Avoid creating physical barriers that restrict access and create inconvenience (e.g. busy roads/large impermeable sites) (PS 4.6)
- Adequate provision for public facilities (PS 5.1)
- Make efficient use of sites, intensification of use, mixed use (PS 5.2)
- Create sense of enclosure for public spaces (PS 6.2)
- Respond positively to informality (PS 7.1) and plan for economic activity and sustaining livelihoods (PS 7.3) and micro-enterprises (PS 7.4).
- Protect & enhance environmental resources & promote City's open space network (PS 8.1 and PS 8.3)
- Protect views and vistas from neighbourhoods (PS 9.1)
- Integrate new proposals with the heritage and cultural landscape, knit proposed developments into the fabric of the historical grain and fabric; retain key elements historic fabric, respond positively to the height, massing and placement of building in relation to heritage resources; apply contemporary pallet which complements historic material.



Figure 2.5: Illustrating various objectives of the Urban Design Policy (Source: (UDP, CoCT 2013))

2.2 Previous Studies Undertaken in the Study Area

Over the years there have been various investigations and proposals made for the Strand Street Quarry (sometimes in conjunction with the other two quarries). This section provides a brief overview of these - refer figure 2.5 for a summary timeline of studies.



TIMELINE OF RELEVANT INTERVENTIONS WITHIN AND AROUND THE STRAND STREET QUARRY STUDY AREA

Figure 2.5: Timeline of previous studies related to Strand Street Quarry (Meyer & Associates, 2023).

2.2.1 Strand Street Quarry Recreational Centre, 1976

In 1976 the then Cape Town Municipality prepared plans for an extensive recreational centre on the Strand Street Quarry site, that would include a sports field, amphitheatre, restaurant, public parking and related facilities. Figures 2.6 and 2.7 illustrate this proposal.

2.2.2 Bo-Kaap Revitalisation Framework (May 2003)

Commissioned by the City of Cape Town to develop broad objectives to protect historical and cultural heritage of Bo-Kaap. The study identified Strand Street Quarry as being isolated from Bo-Kaap community who use it. With minimal intervention the Quarry sports field could play an important role in the Bo-Kaap community.

2.2.3 Table Mountain National Park: Signal Hill, Kloof Nek and Tafelberg Road Development Framework, March 2001 & September 2003 (Rev 1)

Commissioned by SANParks to identify gateways and visitor nodes within the Cape Peninsula National Park. The Strand Street Quarry was included in this study which states that integrated development with the Quarry site as a gateway to Signal Hill offers opportunities for tourism revenue through bulk development at the Quarry allowing for a mechanical "People Mover".



Figure 2.6: Hand-drawn sketch from Strand Street Quarry Recreational Centre Proposal.

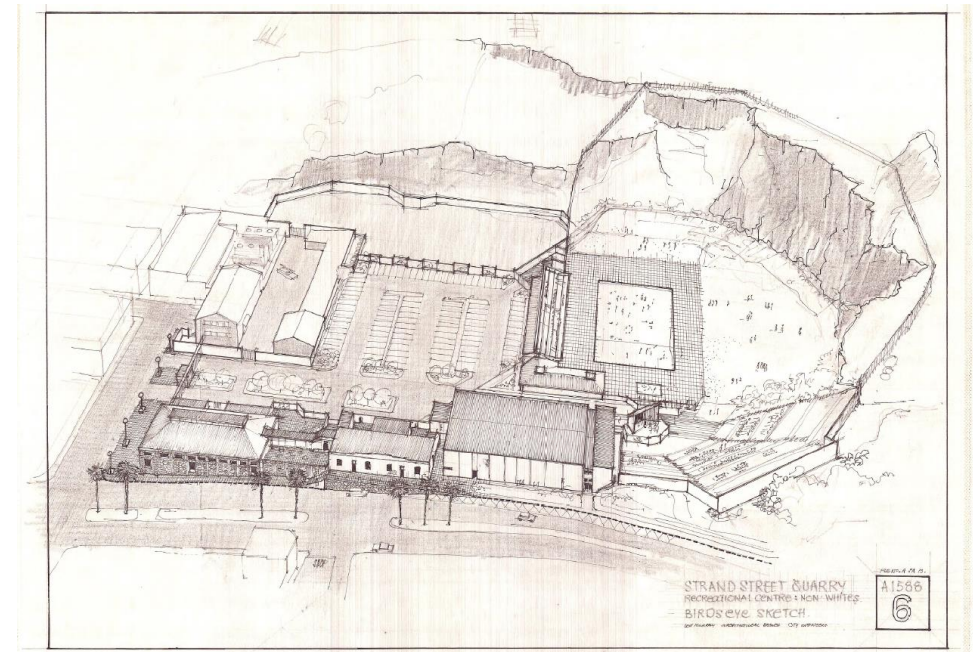


Figure 2.7: Extract from Site Design Strategies for the Strand Street Quarry (BK TDF, 2021, p. 76).

2.2.4 Strand Street Quarries Heritage Study Phase 1 (November 2010)

The HIA was commissioned by the City of Cape Town to assess the heritage significance of three Quarry sites in Strand Street (Strand Street Quarry, Wash House Quarry and Prayer Quarry). The HIA would be used to assist the City of Cape Town when assessing future redevelopment proposals.

The HIA concluded with a summary of cultural significance of the quarries, which is also applicable to the Strand Street Quarry. The provisional statement of cultural significance for the quarries is as follows:

- Historical values: Grade 1
- Aesthetic values: Grade 2
- Scientific value: Grade 1
- Social value: Grade 1
- Representativeness: Grade 1
- Rare and uncommon landscapes: Grade 1

To guide future redevelopment decisions, the following opportunities and constraints were identified (figure 2.9):

- **Constraints:**
 - Quarry faces not to be obscured or changed.
 - Limit height of new development to the present height of CoCT depot.
 - Existing electrical transformers must remain.
 - Archaeological remains and historic buildings to be retained and not affected by new development.
 - Existing trees and vegetation to be retained.
 - Maintain the ridgeline of the quarry by limiting heights of new buildings.
- **Opportunities:**
 - Reintegrating the quarry into the urban pattern and use.
 - Connecting the city to Signal Hill.
 - Opportunities for public amenities on culturally highly significant land.
 - Community facilities for the local communities.
 - Commemorative structures.
 - Addressing the informal settlements.
 - Creating pedestrian links with other areas.
 - The traditional Bo-Kaap semi-private inner-block courtyard is a useful model for this quarry.

The report concludes that “...the location of the quarries at the tail of the Lion's Rump culminates an exceptional and world-renowned natural and man-made composition of mountain, valley and settlement and sea. This spatial and visual significance is of world heritage status and any intervention has to be one of reserve, respect and of excellence.”

2.2.5 Strand Street Quarries: Planning Investigation Report (February 2015)

This report provided a detailed overview of the Strand Street Quarry and surrounding environment, covering existing land use and conditions, topography, geotechnical, hydrological, and environmental (including ecology, heritage and visual). Additionally, the zoning of the site was discussed (Open Space 2 and Community).

The report noted that the Strand Street Quarry (RE 367) site is 114 405m² and accommodates the City Electrical Depot and step-down transformer. The total building footprint is 2 499m² and some of the buildings are graded 3A and 3B. In terms of the 2012 Zoning Scheme the depot was a “non-conforming use”. The report noted that the depot is to be relocated to the upgraded Beaufort House in Bree Street at the end of 2017. The step-down transformer will remain at the Quarry site.

The report included a review of the policy documents that were applicable at the time such as the MSDP and Table Bay District Plans – these have since been replaced by reviewed plans discussed earlier in this report.

For the Strand Street Quarry the report concludes that if City Electrical Depot is relocated, then commercial/residential/office space is freed up with parking on the abutting sports field. The TMNP Gateway facility is noted as an alternative development opportunity. The report concludes that in order to realise the opportunity the City should prepare a scope of works, appoint a project manager, and allocate funds.

2.2.6 “People Mover” Investigations

Proposals, dating back to 2013, were prepared for a funicular linking Strand Street Quarry with Signal Hill. From there, the Signal Hill to Lower Cable Station on Table Mountain will be completed by bus shuttle service (refer to figure 2.8). The documents we perused consisted of individual chapters with front pages, and it can therefore not be referenced. It appears that the proposals have been prepared by the City in conjunction with SANParks. It is not clear what the status of these proposals are.

The proposals include parking, commercial opportunities and educational facilities at the Strand Street Quarry, and renovation of the Lion Battery military infrastructure into overnight accommodation, business, commercial and education facilities. The Signal Hill site is to be upgraded with a viewing area and a restaurant.

The concluding chapter, dated 15 May 2020, identifies the need for an EIA and various other studies and approvals that are necessary for the proposals to proceed. It also identifies the authorities that must grant approval and the parties that would need to be consulted. The report concludes that the City and SANParks should jointly proceed with further studies (EIA, other specialists and feasibility) due to the potential benefits that may accrue to the City in the form of economic development and promotion of tourism.

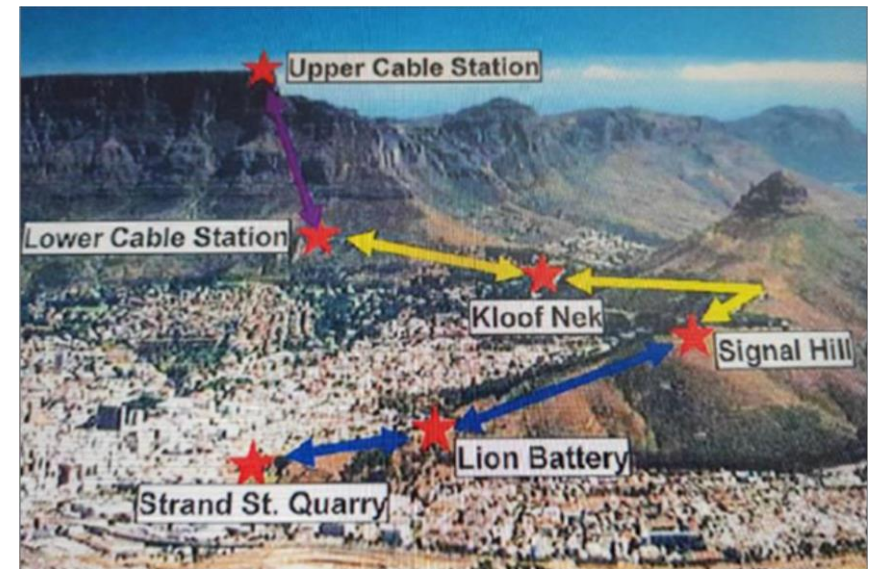


Figure 2.8: Proposed “People Mover” funicular route between Strand Street Quarry, the Lion Battery and Signal Hill.



Figure 2.9: Constraints and recommended opportunities.

2.2.7 Technical Feasibility and Risk Assessment for The Signal Hill – “People Mover” - Final Development Proposal – (WSP, 2015)

In 2015, WSP Group Africa conducted a comprehensive study on behalf of the South African National Parks (SAN Parks). The study aimed to assess the technical feasibility and potential risks associated with establishing a mechanical “People Mover” from the Strand Street Quarry site to Signal Hill via Lion Battery. As part of the study, a conceptual design was developed to determine the most suitable mode of transportation.

The primary objective of this study was to identify the most viable development option for the proposed “People Mover”. After evaluation, the study determined that a funicular would be the most feasible option. Not only would it introduce a unique experience to the area, but it would also offer cost advantages, minimize operational disruptions caused by windy conditions, and have greater appeal to the public.

The proposed plan involved the construction of a two-station funicular, connecting the Signal Hill Summit precinct to the Strand Street Quarry Precinct. To ensure the project's successful implementation, the economic analysis highlighted the importance of a phased development approach for the “People Mover” and its supporting precincts (refer to figure 2.10 and 2.11).

The funicular system entailed a single railcar that would be pulled along the track by an electro-mechanical installation situated at the top of Signal Hill. This integrated infrastructure was designed to be interconnected with the broader public transport network of the City of Cape Town, ensuring seamless connectivity.

In 2015, the proposed way forward included key steps. First, there was a need to reassess the economic feasibility of the project, taking into consideration traffic counts and visitor numbers. This evaluation aimed to refine the estimates of both capital and operating costs that might be influenced by these factors.

Secondly, it was crucial to facilitate further engagements between key stakeholders such as SANParks, the City of Cape Town, the Department of Defence, and the Department of Public Works and Infrastructure. These collaborative efforts were essential to pave the way for the successful implementation of the project.

Lastly, the City of Cape Town took the initiative in 2022 to seek funding for a pre-feasibility study. This study aims to further explore the potential of the “People Mover” system from the Strand Street Quarry to the Lion Battery/ Signal Hill Summit.

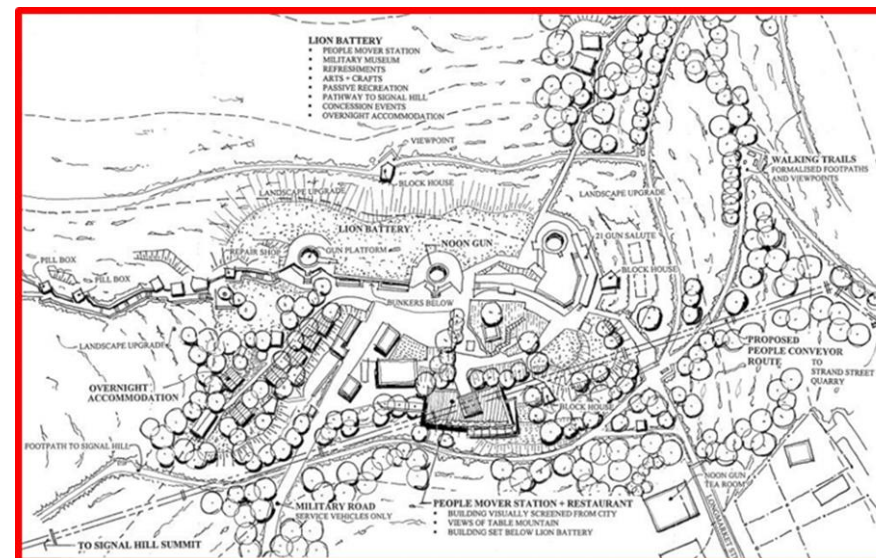


Figure 2.10: Conceptual proposal for the “People Mover” station at the Lion Battery (WSP, 2015). [Concept drawing that emanates from the study undertaken by SANParks.]



Figure 2.11: Conceptual proposal for the “People Mover” station at Signal Hill (WSP, 2015). [Concept drawing that emanates from the study undertaken by SANParks.]

2.2.8 Cape Town Quarries Traffic Impact Assessment (Aurecon, October 2017)

The TIA was commissioned by the City of Cape Town in 2017. The TIA investigated the traffic impact of various mixed-use tourist orientated development scenarios (at 5 000m², 10 000m² and 20 000m² bulk) within the Strand Street Quarry Precinct.

The land use mix investigated for the Strand Street Quarry included a marketplace in an “urban park” with fresh produce market, food-trucks, artworks, heritage, food and music and the likes, boutique backpackers, office hub, amphitheatre for events. It was proposed to incorporate the Electricity Department depot buildings into these market proposals. The heritage buildings along Strand Street would remain and a new entrance was proposed off Hudson Street with a left-in-left out from Strand Street.

The TIA concluded that even at the highest development scenario, the proposals will not adversely affect the existing road network. Signalisation of the Strand Street / Chiappini Street intersection may improve impacts (figure 2.12).

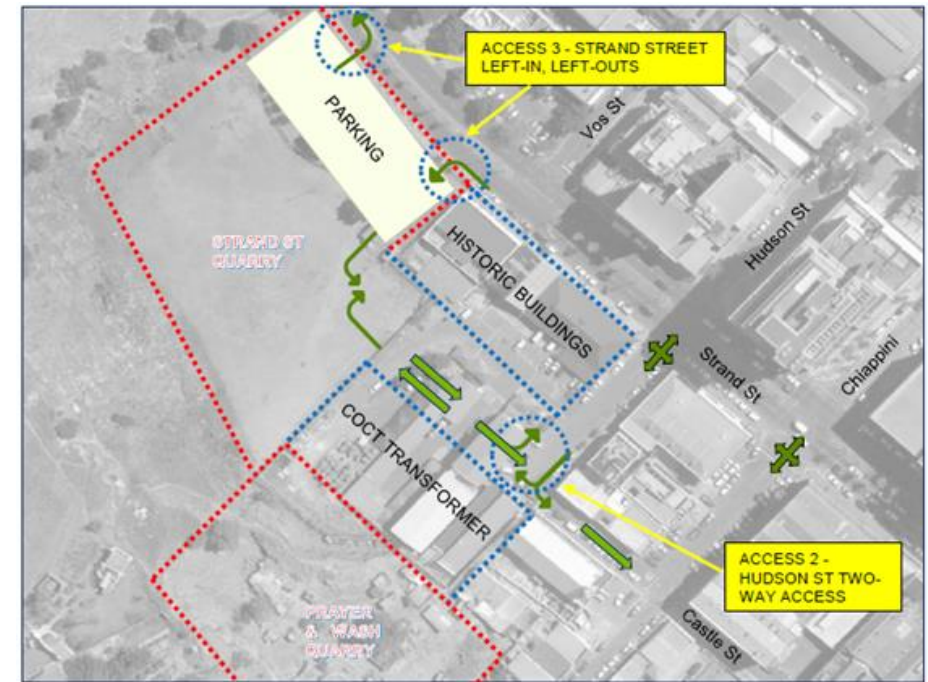


Figure 2.12: Strand Street Quarry proposed access from the Traffic Impact Assessment (Aurecon, 2017).

2.3 Urban Design Status Quo – Relevant Urban Design Studies undertaken in the study area

2.3.1 Foreshore Gateway Urban Design Masterplan (2021)

In 2021 the Foreshore Gateway Urban Design Vision and Framework was developed for the City of Cape Town's (CoCT) Urban Catalytic Investment (UCI) department.

The Foreshore Gateway precinct was identified as a priority area for Urban Catalytic Investment (UCI), along with two other catalytic precincts in Phillippi and Bellville.

The final development proposals set out in the Urban Design Vision and Framework are specifically tailored to improve the overall City structure and legibility, to make the spaces more accessible to a greater segment of the City's citizens. This framework is above all a tool to assist the City to visualise the type of development they aspire to on these key land parcels, which in turn will serve as an input into other statutory planning and development processes that will follow (refer to figure 2.13).

Within this vision and framework, the Strand Street Quarry was later identified as a key development anchor, as well as an important linkage between the Bo-Kaap, De Waterkant, CBD and V&A Waterfront. Further design explorations were conducted in this area, which included conceptual design proposals for individual development parcels (see figure 2.14).



Figure 2.13: Foreshore Gateway Urban Design Vision (FGVFP, 2021).



Figure 2.14: Strand Street Quarry Preliminary Urban Design Indicators (FGVFP, 2021).

a.) Strand Street Quarry Conceptual Design Explorations

Strand Street Quarry was identified as a key development anchor, and possible generator of activity, for the Foreshore Gateway precinct - along with Battery Park, Cape Town Station, and the Cape Town Stadium. The Quarry Site was early on identified by both the City of Cape Town and Table Mountain National Park, as a possible site to accommodate a so-called "People Mover" or alternative aerial transit or overhead cable way system, which could link the City and the V&A Waterfront, with the Noon Gun Area, Signal Hill and Table Mountain National Park. The Quarry site was seen as a key element, and very strategically located, to unlock and facilitate this type of facility in future.

As illustrated in the figure, the possible design indicators, included the provision of a sports field which was of strategic importance, since none of the nearby educational facilities have direct access to sports fields within walking distance. This was also reiterated at the Bo-Kaap LSDF community meetings where community members emphasized the importance of retaining the sports and recreational aspect associated with the Strand Street Quarry site, for the use of

the Bo-Kaap community. This conceptual design proposal also proposed a mix of uses for community and commercial uses.

2.3.2 Bo-Kaap Quarry - Conceptual Urban Design Framework Document (2018)

In 2018, Jakupa Architects and Urban Designers established a mixed-use development scenario for the three quarry sites in the Bo-Kaap, which included potential retail and residential [including affordable housing] uses. This study was undertaken for the CoCT Property Management Branch, to test development alternatives for the Strand Street Quarry site.

The development scenarios developed, included one spatial vision, of which two scenarios of different density options were envisioned. The proposals are summarised below:

Proposal 1:

- Height to not exceed 30m above ground level.
- 3 level basement parking (±457 bays)
- Total retail: 3 343m²
- Total commercial: 4 192m²
- Total residential (market units: 130; affordable units: 64): 197 units
- Total bulk: 18 736m²

See figure 2.16 for extracts of the proposal.

The design approach taken in these proposals is that of celebrating the heritage value of the three quarry sites through living with and activating the space. Ensuring the constant remembrance of the history of the site by celebrating the quarry wall with a linear park and outdoor museum space that illustrates the history of the space in a physical way. The proposals included a linear park along the length of the wall from Strand Street to Bo-Kaap, and is characterised by hard landscaping, space for seating and space for pause and reflection, and outdoor amphitheatre space. The existing electricity depot site was reimagined as an outdoor weekend market space that included permanent office and retail space in the redeveloped existing buildings. The Prayer and Wash Quarry were envisioned as affordable living spaces with row house dwelling units being a reflection of the existing Bo-Kaap character.

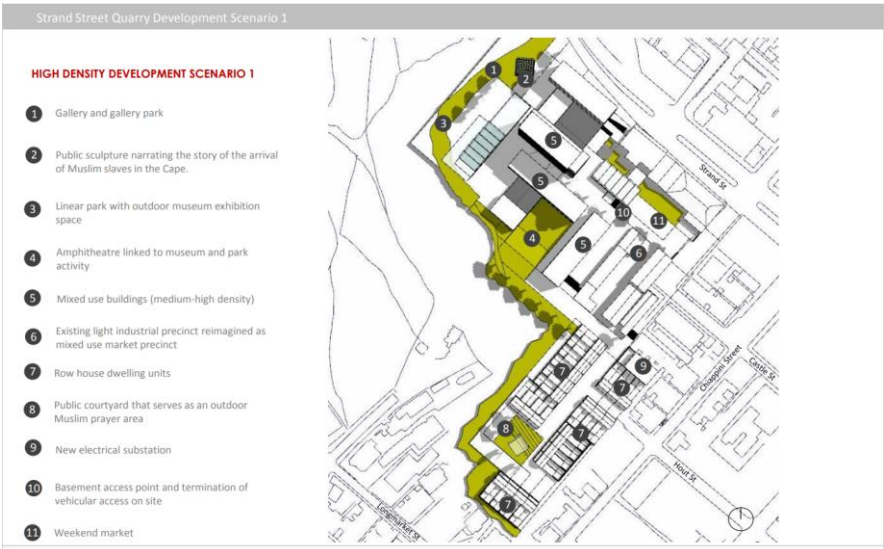
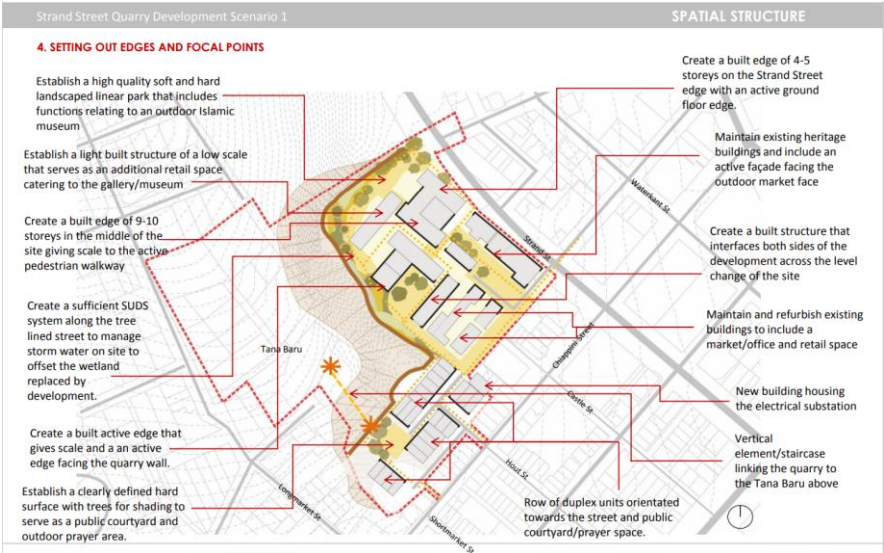


Figure 2.16: Bo-Kaap Quarry Conceptual Development - Scenario 1 Proposal (Jakupa, 2018).

Proposal 2:

- Maximum height 15m above ground level
- 2 level basement parking (±224 bays)
- Total retail: 4 893m²
- Total Commercial: 4 311m²
- Total residential (market units: 172, affordable units: 70): 243 units
- Total bulk: 18 736m²

See figure 2.17 for extracts of the proposal.

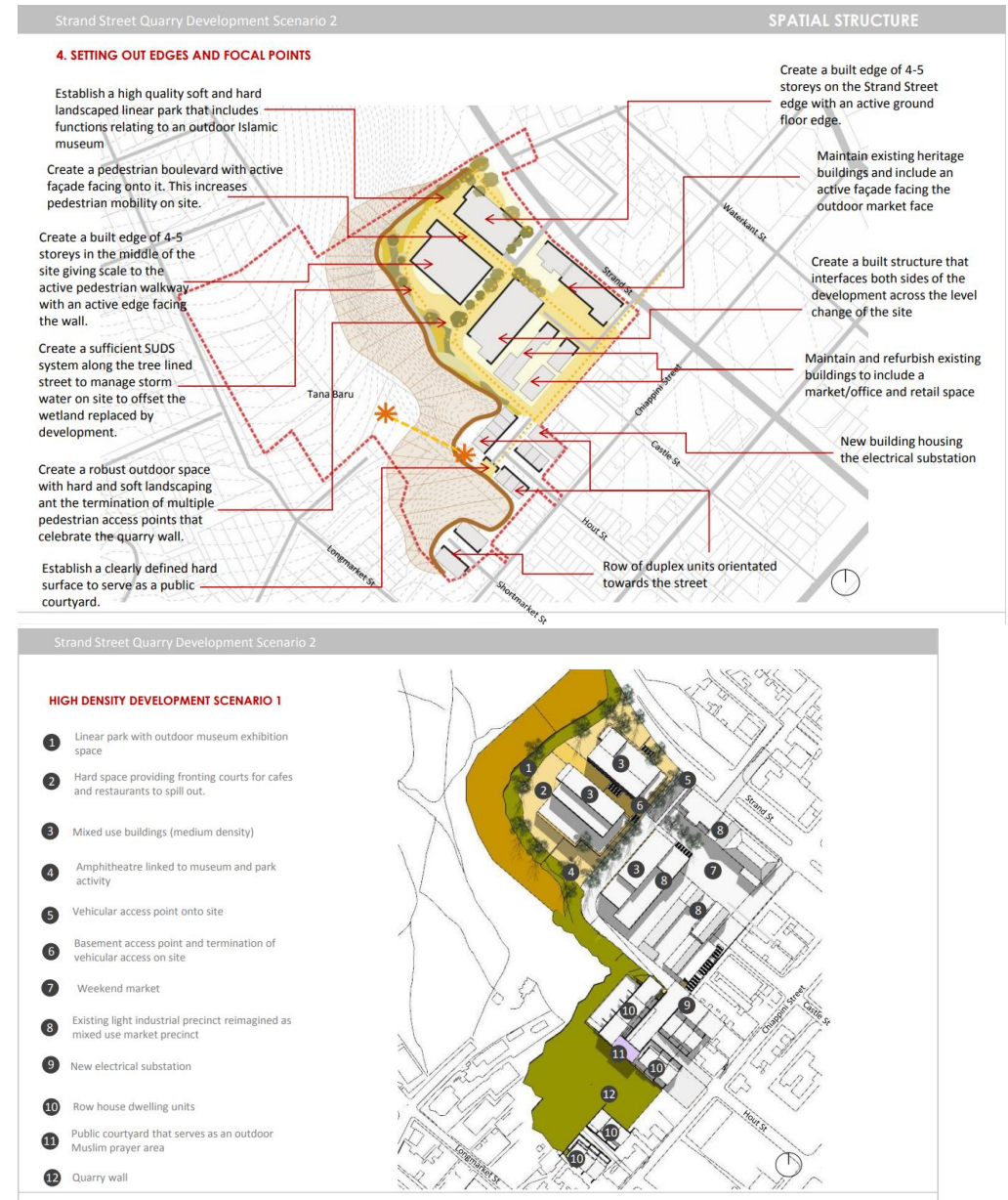


Figure 2.17: Bo-Kaap Quarry Development - Scenario 2 Proposal (Jakupa, 2018).

2.3.3 Draft Bo-Kaap Tourism Development Framework (2021)

Jakupa Architects and Urban Designers together with a multi-disciplinary team, developed of a Tourism Framework for the Bo-Kaap, for the City of Cape Town.

Within this framework, high level design strategies were developed which seek to inform future sustainable tourism development in the area. As seen in the figure, the strategies also focussed on all three Quarries, including the Strand Street Quarry (see figure 2.18).

Within the high-level design, select tourism routes were identified with Wale, and Rose Streets being main routes and gateway points, and Chiappini Street as a secondary route and gateway. Also included was the Stable site to become a small-scale active retail space; future event and market spaces proposed at the Bo-Kaap cultural hub, and the important linkage of Longmarket Street to connect the Noon Gun to the CBD via the important Tana Baru site.

The Prayer Quarry was envisioned as a religious space and the Wash House Quarry to be developed as play spaces, with an ECD, live-work units and housing. The Strand Street Quarry was envisioned to be a much-needed sports precinct, ensuring the sites' active edges and passive surveillance.

The framework was further broken down into more detailed strategies.

The strategies envisioned for the Strand Street Quarry include (refer to figure 2.19):

- A pedestrian entrance into the sports precinct along Strand Street, linking to De Waterkant
- Buildings lining the edges near existing Metro-Police office buildings
- Providing sports fields of a range of different sizes which include a soccer field, Five-a-Side kickabout space, basketball courts and volleyball courts
- Running tracks and outdoor gym facilities
- Sports pavilions to hold the edges of the fields
- The provision of housing and live-work units with sports pavilion/amenities along the edges (potentially on law enforcement owned land)

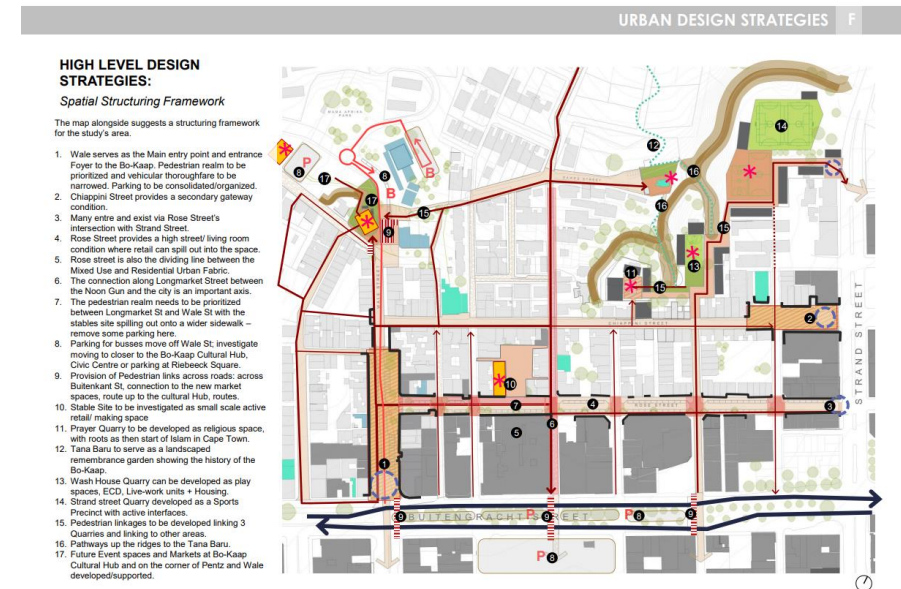


Figure 2.18: Spatial Structuring Framework from the Bo-Kaap Tourism Development Framework (Jakupa, 2021).

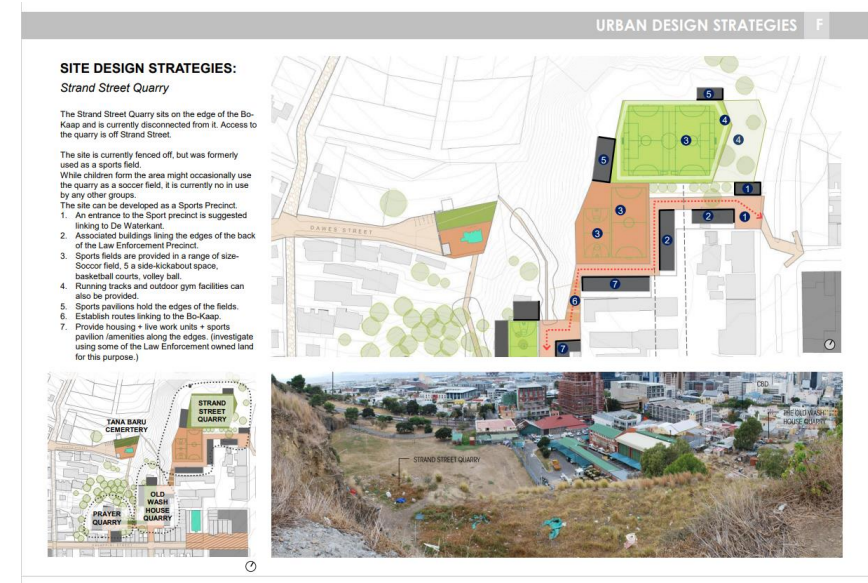


Figure 2.19: Strand Street Quarry Site Design Strategies (Jakupa, 2021).

2.4 Town Planning Status Quo

@Planning Town Planners were appointed in November 2022 to analyse the town planning status quo for the proposed site development. A brief overview of this assessment is presented below, along with an outline of implications for statutory process requirements.

2.4.1 Current on-site uses

As previously noted, the fenced-in quarry floor houses an abandoned playing field. In the past this open space has served as a venue for cultural events for the Bo-Kaap community, as well a sports field for the Schotsche Kloof RFC. The ablution block for the sports field has fallen into a state of disrepair and a few makeshift shelters have been erected on this portion of the site. Note how the fence to the north-east of the quarry floor still follows the outline of old traffic circle in Strand Street.

The built-up portion of the study area contains a number of buildings of variable age and condition (some historical), which have been used by a variety of the City departments over the years, most notably the Electricity Depot Administration, who has recently moved into new offices. Apart from the large building that accommodates the Step-Down Transformer, the bulk of the remaining buildings are currently occupied by the City of Cape Town's Metro Police. One of the pair of semi-detached houses is occupied is used by the City's Law Enforcement Department, whilst the other is used as a dwelling by a family. The built footprint, excluding the transformer comes to 2 499m² in total. Figure 2.20 illustrates the current uses of the buildings and figure 2.21 illustrates the condition of the buildings on site.

The remainder of the study area includes Erf 617 which is currently used as a parking area for both the public and the Metro Police. The area to the north-west of this parking area adjacent to Strand Street is an open green area, but also includes an enclosed playpark, as well as an informal parking behind the properties, line Loader Street just to the west of the Dixon Street.

2.4.2 Property Ownership

The bulk of the study area comprises of a portion of the Remainder Erf 367 (Re/367) but also includes Erf 617, Hudson Street and a portion of the Strand Street road reserve. Re/367 and Erf 617 are in City ownership and the road reserves vests with the City (figure 2.23).

The Strand Street Quarry as well as the municipal buildings south of the old quarry, is located on Re/367 Cape Town, which is registered in Title Deed G66/1929, and measures ±11.9ha in extent (see figure 2.24). Erf 367 was originally a portion of the



Figure 2.20: Current on-site uses (@Planning, 2023)



Figure 2.21: Condition of buildings in the study area (Meyer and Associates, 2023)

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 $\pm 12,7\text{ha}$ 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 $\pm 1.8\text{ha}$ in extent. The bulk of the remainder of the Re/367, which includes Signal Hill and the Lion Battery, falls within the Table Mountain National Park and is managed by SANParks through an agreement discussed in more detail below.

Although excluded from the study area, it is noted that both the Wash House and Prayer Quarries are also in the City-ownership, whilst the Jami'a Masjid Mosque and properties associated with the Tana Baru burial grounds and Kramat are all in private ownership.

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, as well as important public buildings to the north and east of the site. These include:

- Salesians Institute – Private and National ownership
- MyCiti Depot – City ownership
- Prestwich Memorial School – Provincial ownership
- SAPS Western Cape Head Office – Provincial ownership
- Provincial Pavement Testing Laboratory – Provincial ownership
- Prestwich Memorial & St Andrews Church – City ownership
- Development blocks along Buitengracht Street – City ownership

The majority of the smaller land parcels, mostly residential properties, surrounding the study area in both De Waterkant and Bo-Kaap are in private ownership.

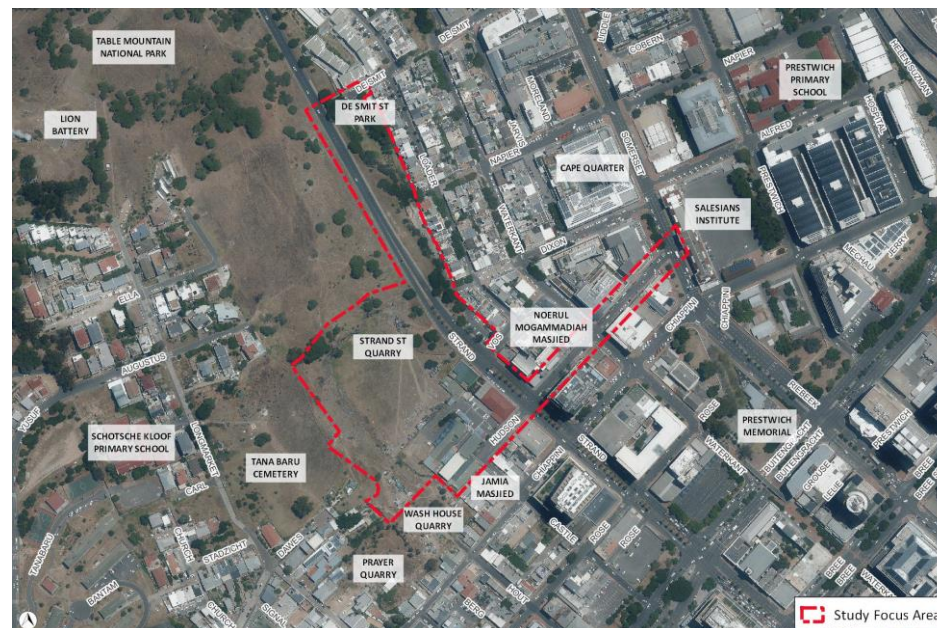


Figure 2.22: Surrounding land uses (@Planning, 2023)

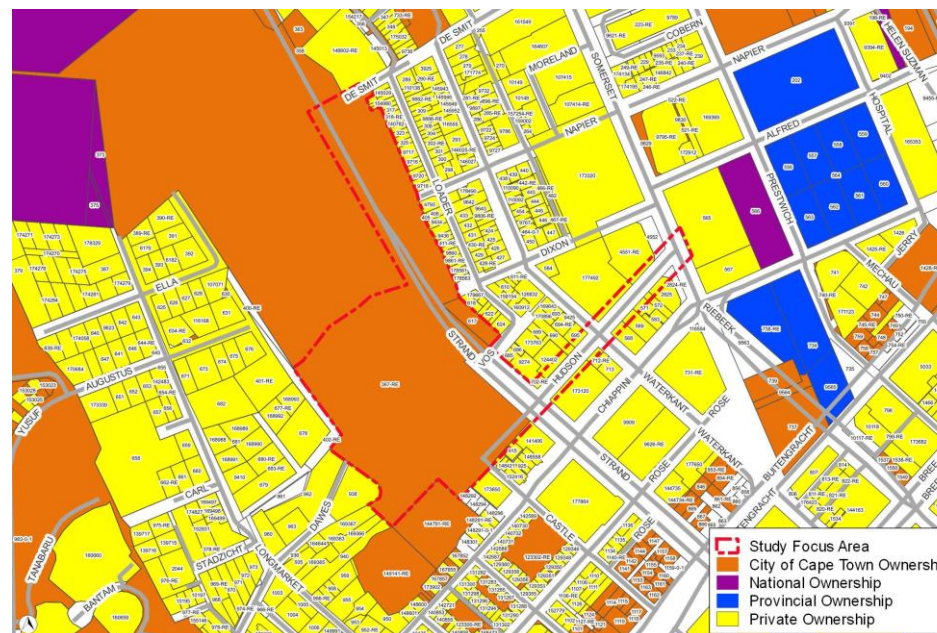


Figure 2.23: Ownership within and surrounding study area (@Planning, 2023)

2.4.3 Remainder Erf 367, Cape Town – TMNP portion

In 1998, a Heads of Agreement (HOA) was entered into between the City of Cape Town's predecessors (Cape Town Municipality, South Peninsula Municipality and the Cape Metropolitan Council) and the (then) Cape Peninsula Protected Natural Environment (CPPNE). The objective of the HOA was to transfer conservation management functions and specified municipal land within the CPPNE to SANParks for the establishment of the National Park. (National and Provincial authorities also agreed to include their land holdings in the CPPNE in the new National Park.)

In May 1998 the Minister of Environmental Affairs and Tourism proclaimed that the municipal land as defined in the HOA was to become part of the CPPNE. In 2004, the CPPNE was renamed to the Table Mountain National Park (TMNP). The TMNP was also included in the Cape Floral Region Protected Areas World Heritage Site - proclaimed in 2009.

The negotiations around the establishment of the National Park included various preceding studies and public participation processes. It was ultimately agreed to sell all City owned land within the park boundary to SANParks, but until such time as any suspensive conditions associated with the sale are satisfied, the City will lease the land to SANParks for 99 years. Municipal land incorporated into the Park must revert to the City free of compensation if the land is de-proclaimed as a National Park.

The agreement specified (inter alia), that:

- SANParks would be solely responsible for the provision, maintenance and management of services and infrastructure within the Park which relate to the functioning of same.
- SANParks and the City are obliged to enter into bilateral discussion around specific issues in which they have a common interest, at the request of the other party.
- SANParks must prepare a comprehensive Operational Environmental Management System (OEMS) in consultation with the City.

Subsequently, a National Park Committee was established, and this committee was responsible for appointing an independent body annually to review and evaluate the administration and management of the Park based on the OEMS. In addition, an Operational Working Group has been established to facilitate the bilateral engagements between the City and SANParks.

There are ±550 City-owned erven located within the National Park that requires transfer to SANParks. As Re/367 falls partly within the Park boundary, a subdivision is



Figure 2.24: Existing cadastral extent of Re/367 (City's EGIS Viewer, 2023)

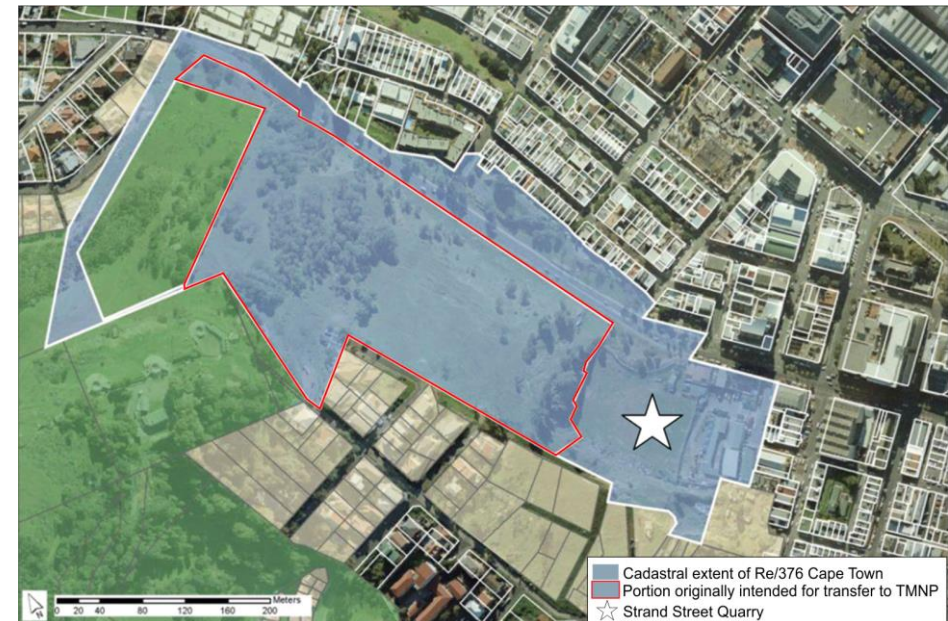


Figure 2.25: Portion originally intended for transfer to TMNP (@Planning, 2023)

required prior to transfer. In the interim, the HOA allows for land to be leased to SANParks until the transfers can take place.

The process of subdividing Re/367, Cape Town, for transfer to SANParks has been initiated and in 2001 a subdivision diagram was approved by the Surveyor General. However, this subdivision was never registered in the Deed's Office and said subdivision has subsequently lapsed. It is understood that the registration and transfer was not finalised due to a delay in the process of assessment of the TMNP proposal to access Signal Hill from the Strand Street Quarry via a so-called "People Mover". Figure 2.14 illustrates the portion of land that would have been transferred to SANParks.

The intention is still to transfer a portion of Re/367 to SANParks in the future, but the exact area may have to be reviewed taking into consideration the requirements from both the TMNP and the City. It is envisaged that this project will assist in establishing the exact extent of the land to be transferred.

2.4.4 Title deed provisions and endorsements

As noted, Re/637 Cape Town is held by Title Deed G66/1929. The conditions that are imposed by the title deed are all fairly standard and refer to:

- Allowing services and stormwater to be conveyed across the site;
- Providing for excavation or embankments to accommodate the full width of the street (presumably Strand Street);
- Maintenance of the services, structures and their foundations on the site;
- A restriction on the alteration of any structure on the site, without the consent of Council; and
- Allowing infrastructure for aerial masts and similar equipment.

The only endorsement on the Title Deed describes the portions of the site that was included in the TMNP.

The title deed for Erf 617, Cape Town (T192/1883) was scrutinised in the Deeds Office, by the author – no conditions were recorded in the deed.

2.4.5 SG Diagram and Servitudes

The original SG diagram for Erf 367 dates back to 13 June 1929 (B200/1929) and is indicated as land granted to the Council of the City of Cape Town (Cape Town Commonage Section 5). Over almost a century, a number of portions have been subdivided off this property, which leaves the Remainder Erf 367 (figure 2.26). It should be noted certain subdivided portions were not registered in the Deed's Office, e.g. the portions that were to be transferred to SANParks, and therefore still forms part of the remainder. Windeed confirms that based on registered portions that were deducted from the parent erf, Re/367 measures ± 11.9 ha in extent. The diagram for Erf 617 dates to 1878. This property measures ± 908 m² in extent and has had no deductions since its creation.

The methodology used to determine all possible servitudes affecting the site included researching the applicable Surveyor General Noting Sheets and Cape Farm Mapper (ver2.7) which enables layers indicating the position of servitudes (figure 2.27).

The land surveyor appointed as part of this project, confirmed that Re/367 is affected by a single servitude held under Notarial Deed of Servitude K1276/1197. This servitude, situated at the northern end of the study area, was registered in favour of Erven 155995, 154979, 154980 and allows for access to these properties located in De Waterkant (figure 2.28).

2.4.6 Lease agreements

There are no lease agreements for any of the uses or buildings on the site.

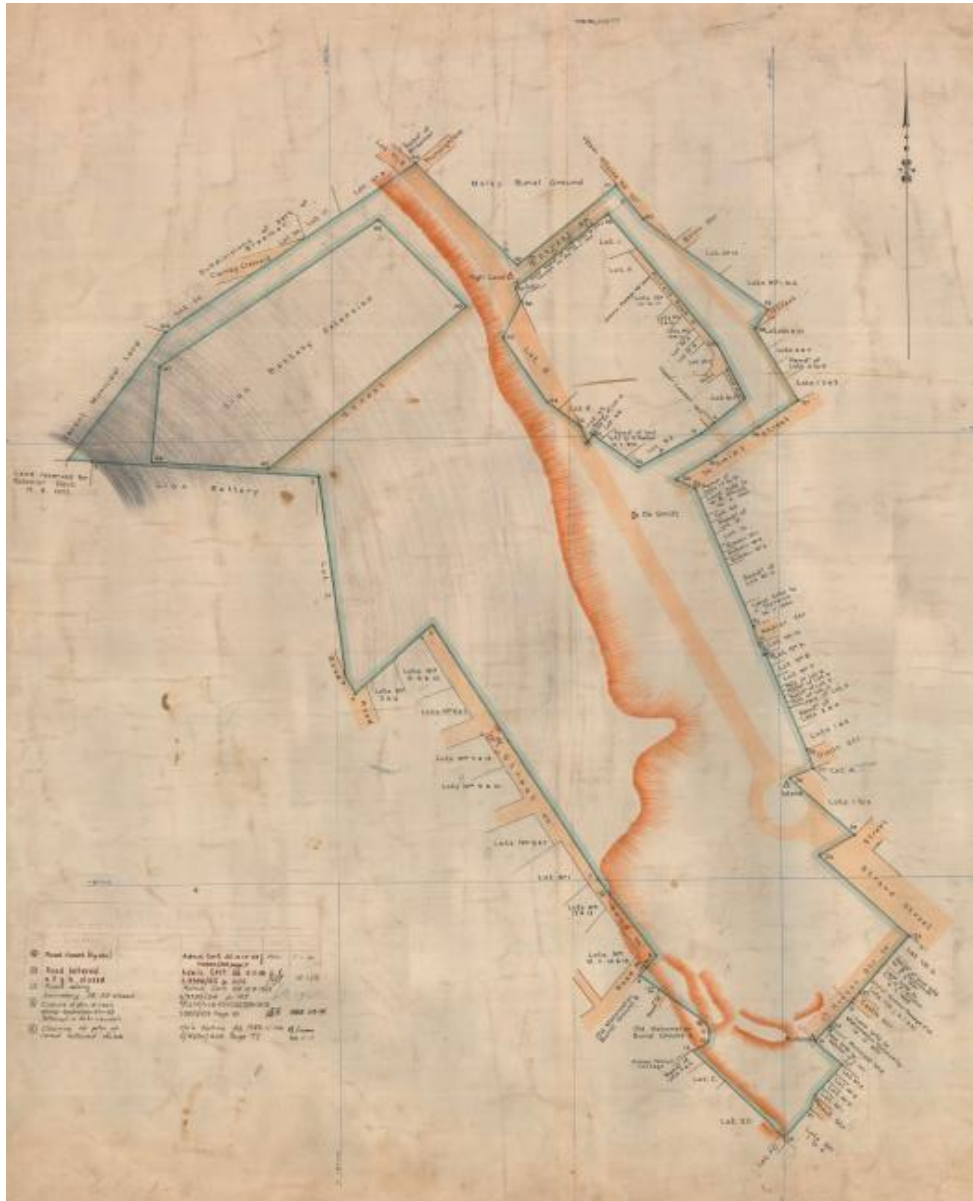


Figure 2.26: Extract from SG Diagram B200/1929 indicating original extent of Erf 367, Cape Town



Figure 2.27: Servitudes on and surrounding the focus study area (@Planning, 2023)

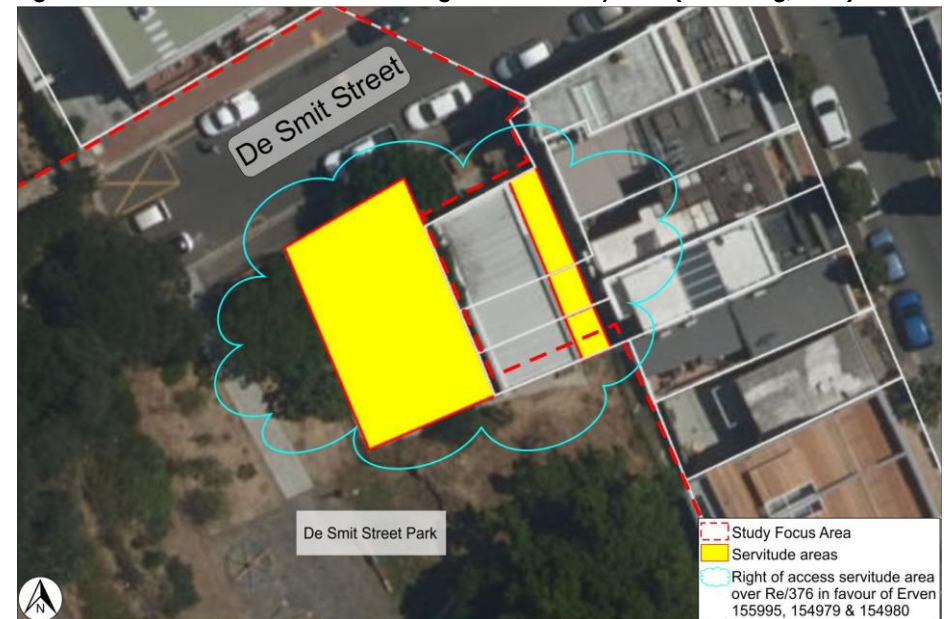


Figure 2.28: Focus in on the servitude at De Smit St Park (@Planning, 2023).

2.4.7 Zoning of the study area and its surrounds

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)

However, 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 Re/367 and Erf 617 - Open Space 2: Public Open Space (OS2)

The built-up area to the south of the Quarry accommodating the step-down transformer and various municipal uses all on Re/367 are zoned Utility Zone (UT).

The zoning surrounding the focus area are as follows (figure 2.29):

- **North:** The portion of land to the north of the site, that would have been transferred to SANParks as discussed in Section 3 above, is also zoned OS2 and forms part of the Table Mountain National Park (TMNP). Note that this portion was previously subdivided from the larger erf but never registered in the Deed's Office. Strand Street, which traverses the site and becomes High-Level Road is zoned TR2.
- **East:** To the east of the site is the area known as De Waterkant consisting of General Residential 2 (GR2) properties as well as a mix of Local Business 1 (LB1), Mixed Use 2 (MU2) along the western boundary of Hudson Street and MU3 buildings along the eastern boundary of Hudson and Chiappini Streets. General Business 7 (GB7) zoned properties feature further east towards the CBD.
- **South:** Hudson Street, directly south of the site, which provides access to this portion of the site off Strand Street is zoned Transport Zone 2. The properties along Chiappini Street include mostly residential uses of the Bo-Kaap zoned SR1, with the Jami Mosque having a Community Use 1 zone. The Wash House Quarry immediately to the south-west of the site also has a Community Use 1 zoning, whilst the Prayer House Quarry, further to the west, has an Open Space 2 zoning. To the south-east, the site at the intersection of Strand and Hudson Streets has a Mixed-Use 3 Zoning, as well as the property to its south at the corner of Chiappini and Strand Streets. Further along Strand Street and to the south of Rose Street towards the CBD, the zoning start to change to General Business.

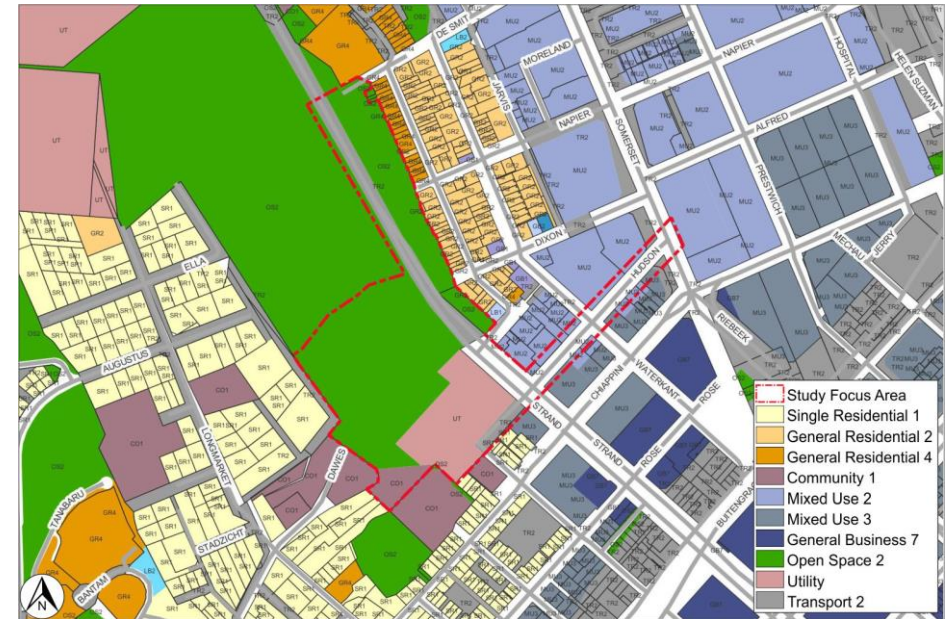


Figure 2.29: Zoning of the study area and immediate surrounds (@Planning, 2023).

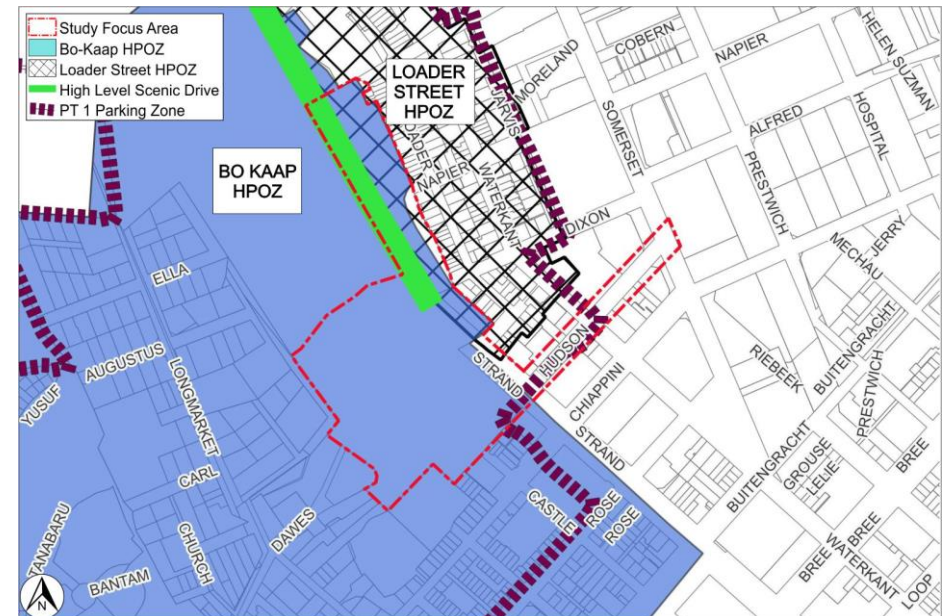


Figure 2.30: Overlay Zones and other areas (DMS 2015)

- **West:** To the west of the site is the neighbourhood of the Bo-Kaap consisting of a number of SR1 zoned properties, generally associated with the residential nature of the suburb, as well as a number of CO1 zoned properties which includes school sites, the Tanu Baru burial grounds as well as a number of vacant properties.

2.4.8 Overlay Zones

The site straddles two Heritage Protection Overlay Zones (HPOZs) 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 (see Figure 2.30):

2.4.9 HPOZs: Bo-Kaap (HPO/2/10) and Loader Street (HPO/2/2)

The purpose of an HPOZ is to protect the built character and heritage resources of a designated area. To this end general conditions can apply in terms of Section 162(1) of the DMS, or specific development rules formulated for a specific area could apply in addition to or in lieu of the provisions of Section 162(1). Section 162(1) stipulates, inter alia, that no new development, alterations to existing physical structures, excavations or removal of trees are permitted in a HPOZ without the City's consent.

The bulk of the study area, which includes the actual quarry, is located in the recently designated Bo-Kaap HPOZ. The City is currently formulating specific development rules for this area, but to date only the HPOZ area has been promulgated, thus the general provisions of Section 162(1) apply at this stage.

A draft proposal for these development rules has been formulated by the City and includes specific provisions for the quarries and what is referred to as the Electricity Depot. This document states these precincts "...are not suitable for residential or speculative development initiatives and is suited for upgrade, rehabilitation and social and community initiatives for the benefit of Bo-Kaap residents and broader community."

For the Quarries the following is specified:

- A heritage impact study will be required to comprehensively assess the heritage impact (e.g. physical, sub-surface or social) and visual impact for any proposed development. The City may require a qualified heritage practitioner to undertake this study.
- An SDP is required for any proposed development and must demonstrate with sufficient detail:
 - appropriate scale and design in relation to the existing character and heritage significance of the heritage sites formally declared in terms of the NHRA and the broader area;

- the visual impact of the proposed building mass; and
- impact on the bio-physical environment, natural features and skyline.
- Landscape Plan, by a registered landscape architect, with sufficient detail to the satisfaction of the City.
- Any development or use may not restrict or impact on views of the quarry rock faces.
- No development or change of use will be permitted on the open land to the east of Strand Street.

For the Electricity Depot, the following is specified:

- No demolition of existing heritage buildings facing onto Strand Street will be permitted.
- A maximum height of three storeys or 10 meters will be permitted.

The north-eastern portion of the study area (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. As with the Bo-Kaap HPOZ (currently), only the general provisions of Section 162(1) of the DMS apply to area.

2.4.10 Scenic Drive Overlay Zone: High Level Road

The DMS also provides for scenic drive overlay zones and development along these routes are controlled by the provisions of Section 171, which, inter alia, regulates the maximum height of buildings on the lower- or seaside of the road to preserve views.

Strand Street/High Level Road adjacent to the site from Dixon Street northwards is a designated Scenic Drive. Along this portion of the road, buildings may not protrude above the level of the road, and fencing must be visually permeable.

2.5 Environmental Screening

Infinity Environmental was appointed in November 2022 to conduct an environmental screening assessment for the proposed site development. A brief overview of this assessment is presented below, along with an outline of implications for statutory process requirements.

2.5.1 Climate and Topography

The site is located in Cape Town's CBD, in the Western Cape Province of South Africa. This area is characterised by a Mediterranean climate, with warm dry summers and cool wet winters. In summer, temperatures are not excessively high because of the influence of the ocean, though sometimes a hot and dry wind blows from the mountains. A strong southeasterly wind often blows in summer. In Cape Town, precipitation amounts to 505 millimetres per year. It ranges from 8 mm in the driest month (February) to 85 mm in the wettest ones (May, July). Average climatic data for the past 30 years is shown in figure 2.31.

Most of the site, forming the bottom of the quarry, is flat and located at approximately 42 m above sea level. The sheer rockface of the quarry rises to approximately 85 m, with the uppermost parts of the site at approximately 100 m on the lower slopes of Signal Hill.

2.5.2 History

The quarry's stone face holds great historical and heritage significance. The site is the oldest quarry in the country and the stone extracted was used in the construction of the Castle of Good Hope or Cape Town Castle, as well as numerous other significant buildings in the city. It is one of three adjacent quarry sites; the others are the Prayer Quarry and the Wash House Quarry. All three quarries are linked to the arrival of Muslim slaves in the Cape and have significant heritage value, especially in relation to the proximity of the Bo-Kaap neighbourhood.

Surrounding communities including the Bo-Kaap and the Loader Street area, boast rich cultural heritage, having been a centre of culture since the mid 1700's. Atop the quarry is the Tana Baru cemetery where some of Cape Town's earliest Muslim leaders are buried. It is regarded as the most hallowed of Muslim cemeteries owing to the burial of three prominent Imams, namely Tuan Nuruman, Tuan Sayeed Alawse and Tuan Guru, along with shrines erected to honour them.

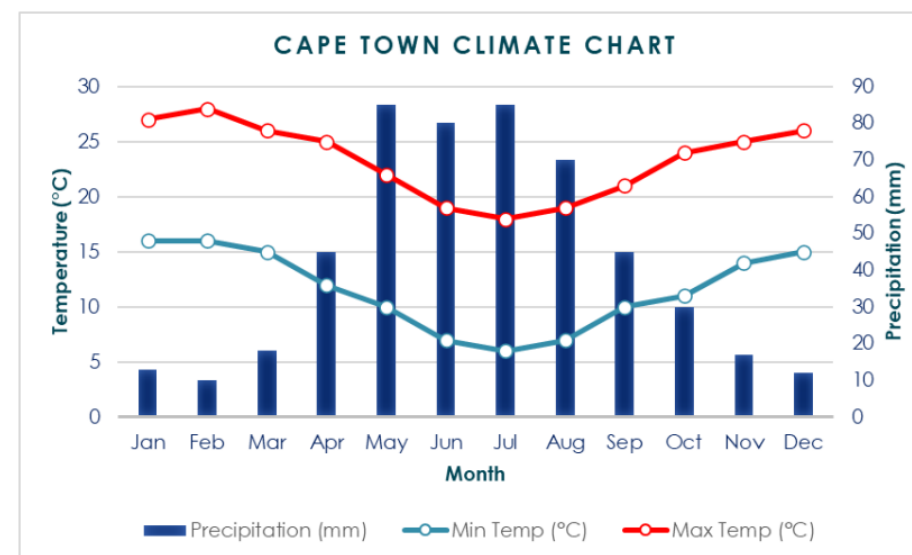


Figure 2.31: City of Cape Town Climatic Characteristics: Source (SA Atlas of Climatology and Agrohydrology).

2.5.3 Terrestrial Biodiversity

The project site is vegetated largely by common grass species, having presumably been backfilled and levelled after falling out of use as a quarry. Although historically the slopes would have supported Peninsula Shale Renosterveld (now Critically Endangered) no trace of this vegetation type is visible in the quarry.

Scattered exotic tree species are present on the site, including *Ficus sp.* at the Strand Street entrance; *Pinus sp.* atop the quarry wall, *Phoenix canariensis* in places on the wall itself, and *Eucalyptus sp.* in the smaller neighbouring quarries.

Figure 2.32 shows the Biodiversity Network of the area surrounding the project's boundary. The slopes above the quarry face are categorised as Critical Biodiversity Area (CBA) 1b, or an irreplaceable site in good condition. This classification is likely to arise from the underlying vegetation type, which is critically endangered, as well as the contiguity of the area with the nearby national park. The Tana Baru cemetery south of the quarry is categorised as CBA 2, a lower level of priority but still important for conservation targets.

A review of site conditions suggests that indigenous plant diversity on the site is very low, limited to grass species and alien trees. Should any remnants of the underlying shale renosterveld remain on the upper slopes, these are unlikely to 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 management of wildfires along this edge will need to be considered in the redevelopment vision.

2.5.4 Aquatic Features

No watercourses or wetlands occur within the quarry. The nearest watercourse is located about 700 metres north-east of the project site. A stormwater conduit discharges above the quarry face at the eastern end of Augustus Street, draining a part of the residential area east of Longmarket Street. Stormwater drains overland from here and into the quarry.

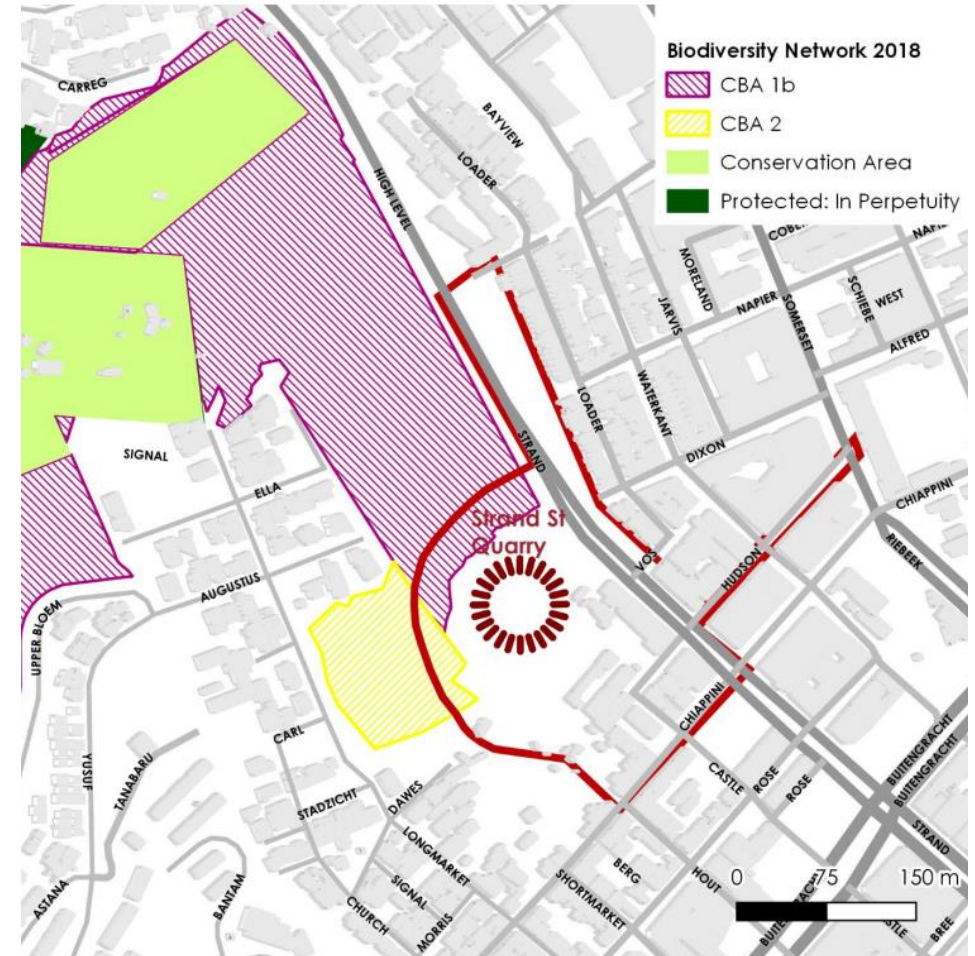


Figure 2.32: Biodiversity Network of the area surrounding the project boundary (Infinity Environmental, 2023).

2.5.5 Wildfire

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 (Figure 2.33). 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.

2.5.6 Socio-economic context

The project area falls within the City of Cape Town's Ward 77 and Sub Council 16 (Bo-Kaap, Tamboerskloof and Oranjezicht) and Ward 115 (CBD, de Waterkant, Green Point) which have the following socio-economic attributes according to the 2011 census (refer to figure 2.34).

The Bo-Kaap LSDF (2023) identified a number of socio-economic 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 quarry includes a number of informal dwellings, and the adjacent Wash House and Prayer quarries are similarly settled. A drone-based survey was used to estimate the number of structures in the three quarries at 29, of which only five are within the



Figure 2.33: An existing firebreak is present to the north of the site, running from De Smit Street to Ella Street (Infinity Environmental, 2023).

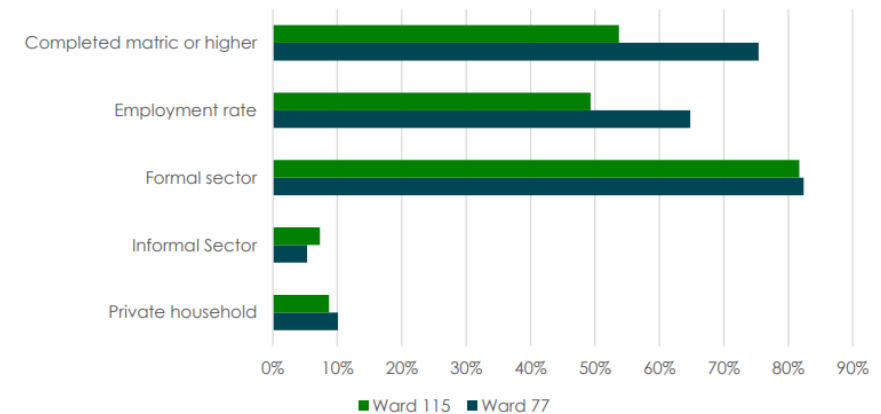


Figure 2.34: Ward 77 and 115 socio-economic indicators (Infinity Environmental, 2023).

Strand Street Quarry itself. On a rough estimate this would suggest between 20 and 40 individuals might need to be resettled from the quarry in the event of redevelopment.

Socio-economic opportunities identified in the LSDF included the tourism potential and arts, heritage and cultural vibrancy of the Bo-Kaap.

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.

2.5.7 Legislative Requirements

i. National Environmental Management Act ('NEMA')

The National Environmental Management Act, 107 of 1998 is the overarching environmental legislation, giving effect to the Constitution's guarantee of a 'right to an environment that is not harmful to health or well-being'. Section 28 of the NEMA imposes an obligation – the 'duty of care' on every person. It requires that reasonable measures be taken to prevent pollution or degradation of the environment. If harm to the environment is authorised by law or cannot reasonably be avoided or stopped, it must be minimised and rectified.

NEMA requires that certain activities deemed likely to have negative impacts on the environment must be authorised before they may commence. These activities are set out in three listing notices, updated from time to time. Should a listed activity be proposed, an environmental authorisation must first be obtained from the competent authority based on an assessment of environmental impacts by an independent and registered environmental assessment practitioner.

Listed activities in terms of the environmental impact assessment regulations (2014, as amended in 2017) that may be of relevance to the proposed quarry redevelopment include:

Activity 26 of Listing Notice 1:

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 Section 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 8 of Listing Notice 3:

The development and related operation of above ground cableways and funiculars.

i. Western Cape

- i. All areas outside urban areas

Activity 15 of Listing Notice 3:

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.

Before any of the above activities may commence, an environmental authorisation must be obtained from the competent authority. The Competent Authority in terms of section 24C of NEMA is understood to be the Western Cape Department of Environmental Affairs – this will be confirmed with the authorities at the earliest stages of initiating an application, as the national heritage status may have a bearing on the identification of the competent authority.

An independent and registered environmental assessment practitioner (EAP) will be required to conduct a Basic Assessment. The Basic Assessment process is prescribed by the Environmental Impact Assessment Regulations, 2014. A Basic Assessment Report must be prepared and made available for comment by potential interested and affected parties, including neighbouring landowners, government departments, and the Municipality. The availability of the report must also be publicised in a local newspaper and via site notices. After at least one 30-day public comment period and after any comments have been responded to and addressed, the report is submitted

to the competent authority for a decision. The Basic Assessment, including decision periods and public participation, has a typical duration of six to nine months.

ii. National Heritage Resources Act (NHRA)

The City maintains a heritage inventory database of the graded local heritage resources within Cape Town's municipal boundaries. This inventory complies with the requirements of section 30(5) of the NHRA. An excerpt is presented in Figure 2.35, indicating that the following heritage resources form part of the quarry site:

- The quarry itself is declared as a National Heritage Site (i.e. Grade I), as are the adjacent Prayer and Wash House quarries.
- The Jamia 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 (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)

The complex of City buildings between the quarry and Hudson Street are not conservation worthy with the exception of the old fire station and old electricity depot.

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 (HRA).

Section 38 of the Act identifies development activities that require that the HRA be notified of the intent to develop:

- Construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier exceeding 300m in length;
- the construction of a bridge or similar structure exceeding 50 m in length;
- any development or other activity which will change the character of a site—
 - (i) exceeding 5 000m² in extent; or
 - (ii) involving three or more existing erven or subdivisions thereof; or
 - (iii) involving three or more erven or divisions thereof which have been consolidated within the past five years; or

(iv) the costs of which will exceed a sum set in terms of regulations by SAHRA or a Provincial HRA;

- the rezoning of a site exceeding 10 000m² in extent; or
- any other category of development provided for in regulations by SAHRA or a provincial HRA.

This section would not be applicable to the declared national heritage sites, but may still apply to the remainder of the site, as section 38(7) explicitly excludes developments affecting any heritage resource formally protected by SAHRA.

Two separate applications may therefore be required:

- application to SAHRA in terms of Section 27(18) for a permit to 'excavate, alter, remove from its original position, subdivide or change the planning status of any heritage site'; and
- a notification of intent to develop (NID) in terms of Section 38(1), in respect of any development proposed outside the declared national heritage sites (the Quarry and the Jamia Mosque). This may be followed by a heritage impact assessment if required by the authority. The competent authority for this notification is understood (based on consultation to date) to be SAHRA.

If a Section 38(1) notification is deemed by SAHRA to be required, the resulting heritage impact assessment (HIA) will, in terms of Section 38(8), form part of the required Basic Assessment in terms of NEMA.

2.5.8 Summary of Next Steps

The Strand Street Quarry redevelopment proposals are unlikely to significantly impact on any biophysical resources of concern. The socio-economic and cultural impacts of development proposals will be of far more significance in the impact assessment process.

The following statutory authorisations are likely to be required:

- i. Environmental Authorisation in terms of the National Environmental Management Act.

- ii. Heritage authorisation with the relevant Heritage authorities.

Early and ongoing consultation with the affected communities and the authorities is recommended.

2.6 Heritage Scoping Study

Bridget O'Donoghue completed a Heritage Study that informs this section of the Concept Plan. The report includes built-environment information; archaeological information by ACO and Associates; and extended heritage brief for an oral history study and intangible heritage study by Josette Cole.

2.6.1 Background and brief overview

The Strand Street Quarry and its surrounds have significant heritage value. In April 2019 (the same month in which the Bo-Kaap HPOZ was promulgated) a number of sites in the Bo-Kaap including the Strand Street Quarry were declared as National Heritage Sites in terms of Section 27(5) of the National Heritage Resources Act (No. 25 of 1999) (NHRA). Other declared sites in the immediate vicinity of the Quarry include:

- The Wash House and Prayer Quarries;
- The Tana Baru burial grounds; and
- The Jamia Masjid in Chiappini Street.

In addition to the National Heritages Sites, there are also Provincial Heritage Sites (PHS) and sites with a IIIA grading, i.e. of high local-significance in the immediate surrounds and on the site, which include:

- The Lions Battery from the where the Noon Gun is fired (PHS);
- The Prestwich Memorial in Somerset Road (PHS);
- A further portion of the Tana Baru grounds (Grade IIIA);
- The semi-detached house on the site facing onto Strand Street (Grade IIIA);
- The old fire station (wood iron building) on the site (Grade IIIA);
- The old electricity depot at the corner of Strand and Castle Streets (Grade IIIA);
- The row houses in Castle Street, opposite the Jamia Masjid (Grade IIIA).

In 2010 a Phase 1 HIA was prepared by Bridget O'Donoghue and Peter Büttgens for the three quarries of Bo-Kaap with a view to establish the heritage significance of the site and following on that, indicators (or guidelines) for future development. Since then, Bridget O'Donoghue in association with Josette Cole and ACO Associates have revised/updated this work in the form a Heritage Study Inception Report (June 2023) as input into this project. The report describes the heritage significance of the Strand

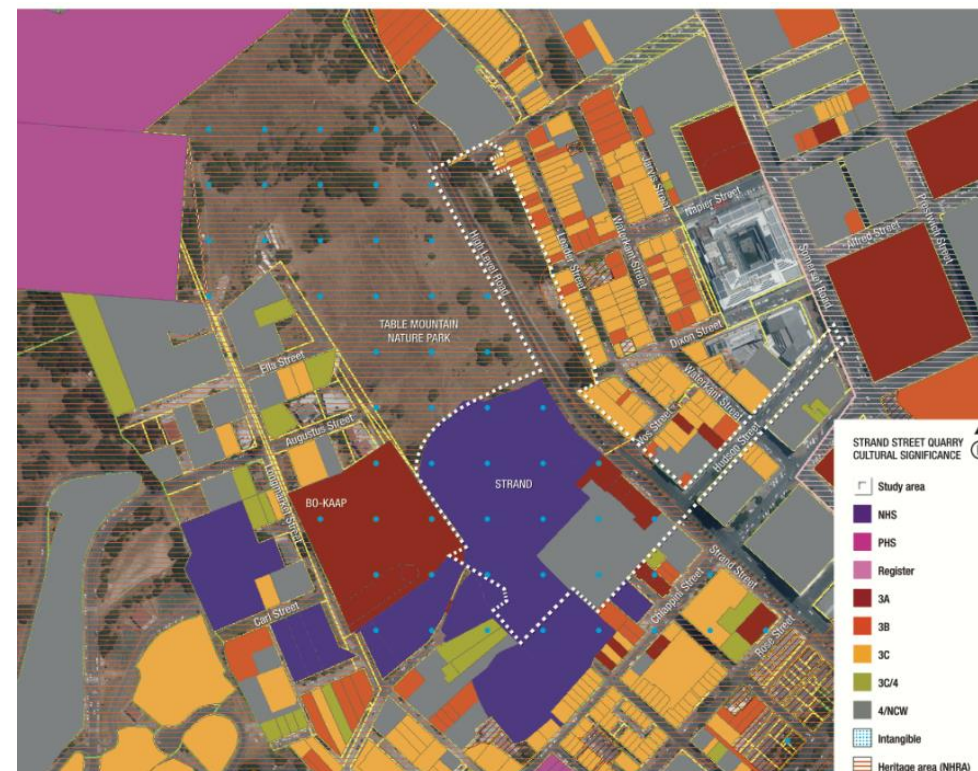


Figure 2.35: Heritage resources on and within the vicinity of the proposed site (Bridget O'Donoghue, 2023).

Street Quarry in detail. The various aspects of this significance, as provided for the NHRA, and described by O'Donoghue et al (2023) are summarised below:

2.6.2 Heritage Design Indicators

i.) Introduction

South Africa's heritage, shaped by nature and history, is an inheritance passed from one generation to the next. Heritage places have a range of values that communities recognise. The spatial and historical analysis of the site informs the heritage informants and provides the basis for the heritage impact assessment. The historical analysis must also inform appropriate heritage interventions to be incorporated into the proposed development e.g. interpretation, memorization, building and landscaping proposals, artwork. Heritage design indicators guide future development in order to prevent or mitigate potentially high negative impacts on the site's identified heritage resources and its intangible cultural significance. The heritage design guidelines form the criteria on which the proposed development is assessed.

An appropriate design approach is to recognize that a successful contemporary insertion into a historic context requires a sensitive reading of context at several scales, ranging from the small scale to the larger urban scale. The central task is finding an urban design and future development resolution in terms of use, massing, scale and form that contributes and improves the site and context and does not negatively impact on the identified tangible and intangible heritage resources.

ii.) Heritage Design Indicators

The heritage-related design indicators are formulated to provide guidelines for the proposed development in order to respect and to mitigate potential negative impacts to the identified heritage resources within the project site and its immediate context.

The main **design indicators** of the site are informed by:

- Topography of the quarries;
- Cadastral boundaries of the project site;
- Major infrastructure of the roadways: Strand Street, High Level Road, Hudson, Dixon and Chiapinni Streets;
- Landmark quality of Strand Street quarry face;
- Position of quarry face adjacent to TMNP Signal Hill;
- Vistas over the quarry faces to the surrounding mountains and ridgelines;
- Visual connections between the mountain ranges and the city bowl;
- Visual connections between sections of Bo Kaap, High level Road and de Waterkant with the Strand Street quarry face;

- Historic and current development patterns in the immediate context (CBD, Bo Kaap, de Waterkant).

iii.) Principle Indicators

- Ensure any future rezoning of the site does not reduce the site's high cultural value as a National Heritage Site;
- Maintain the visual dominance of the quarry face from within the site;
- Connect the site to Bo Kaap and de Waterkant, by improved pedestrian linkages;
- Utilise the site for the benefit of the local communities and as a unique site within Cape Town and South Africa. Utilise the site for predominantly public use by the rationalisation of the site's use by the CoCT (CoCT Safety and Security will remain on the site). Promote public accessibility to the site;
- Respect the cultural value including the spiritual value of the site to the Bo Kaap communities in the future site use;
- Promote the quarry site as a highly historic site of Cape Town;
- Promote the spatial and visual connections between the site and the local suburbs, Bo-Kaap and De Waterkant;
- Investigate the possibility of various types of access routes to Signal Hill from the site e.g. pedestrian and a people mover structure;
- Realise the opportunities to inform the public on the site's cultural and historic values;
- Design and manage the site as a cultural landscape that consists of a geological features, historic buildings, place of spiritual and cultural values and a place for social values;
- Restore / secure sections of the quarry face to allow the area below the face to be safely used by the public;
- Retain a landscape character of the site, as a transition from the dense urban areas of Bo Kaap and de Waterkant to Signal Hill.

iv.) Specific Indicators

1. Memorialization and Interpretive Signage

- Include Interpretive signage on and within the immediate site context;
- Utilise the project team's intangible and living heritage project to inform the design of the signs;
- Include and promote the quarry site as a component of the CoCT Liberation Heritage Routes within Bo Kaap;
- Research the renaming of local streets and the project site within the memorialisation and interpretive signage project.

2. Physical linkages to surrounding sites and areas

- Improve pedestrian linkages between the Strand Street quarry and the local context of Bo Kaap and de Waterkant, including local heritage sites, such as Jami'a Mosque, Prestwich Memorial and Ossuary and St Andrew's Church. This involves improved pedestrian access routes over Strand and Hudson Streets;
- Maximise fragmented views to the site's upper levels of the quarry face from beyond the site, e.g. from local pedestrian routes;
- Promote the pedestrian route on the northern edge of Strand Street between de Waterkant and Green Point, that promotes the pedestrian link between the site and Green Point and Sea Point;
- Retain the vegetated character of the Strand Street road reserve with appropriate plantings, in the accommodation of vehicular parking on this road reserve.

3. Views towards the Strand Street Quarry Face

- Enhance views towards the quarry face from the surrounding context, while realising that future development along the Strand Street site edge will alter and reduce views towards the lower section of the quarry face;
- Promote views from within the site to the entire quarry face, as a unique and cultural significant feature, considering that the edges of the quarry face maybe reduced by potential future development. Promote the views towards the quarry face from the site's open area by retaining the open area in front of the quarry face;

- Design buildings to a maximum of two levels and vegetated landscapes that permit screened and view instances towards the quarry face from Strand and Hudson Streets (views towards the quarry face are currently screened by buildings from Strand and Hudson Streets, and mature trees from a section of Strand Street);
- In order to provide glimpses of the quarry face from Strand Street, future buildings abutting Strand Street should be low scaled (maximum 2 levels), designed in 'fragmented' forms and with a variety upper building levels (i.e. not one massed structure) . There needs to be a degree of visual connections from Strand Street towards the quarry face. This visual connections could be above the future buildings i.e. to the upper sections and ridge of the quarry face. Maintain the view of the ridgeline of quarry from the local Bo Kaap and de Waterkant context;
- Maintain the visual dominance of the entire quarry rock face i.e. do not position structures and building directly in front of the quarry face, unless these structures are required for the safety of the rock face.

4. Quarry Site Open Space

- Retain the site's open 'green' area as a significant public space for public use;
- Locate buildings on the edges of the site along Strand and Hudson Streets to ensure the quarry face is visually unobscured;
- Design the open space for maximum use that is complemented by the future and existing historic buildings.
- Manipulate the ground levels if required to realise the site's opportunities;
- Conduct and respond to the community responses from the participatory meetings with the local Bo Kaap community to understand their needs and requirements for the site's open area i.e. recreational use, formal and/or informal, as the local urban environment lacks closely accessible and safe public open spaces that can be used for recreational uses;
- Retain a vegetated character of the site as a transition between the urban environment and the mountainscape.

5. Site's Existing Buildings

- The site's buildings abutting Hudson Street that are currently utilised by the CoCT depot are Non Conservation Worthy (NCW) and can be demolished to accommodate the future requirements of the site, for example the full extent of a formal sports field. It is acknowledged that

the electrical high voltage step-down transformers are to remain on site as essential infrastructure.

- The three historic buildings on Strand Street are of cultural significance and should be restored and reused for the benefit of the site's future uses. These buildings should not be negatively impacted by future site uses and structures, in addition to future Strand Street road alignments;
- All significant historic buildings within the immediate site context, for example the Jami'a Mosque and the local Bo Kaap residences, should not be negatively impacted by future development on the site, for example, the change of the existing public routes to the detriment of the historic structures, occupiers and users, and by new development visually overshadowing and over powering historic low scaled buildings;

6. New Buildings on Site

- New buildings on the site should reinforce and capitalise on the site's unique cultural significances and opportunities to provide a public resource;
- Primarily use the site precinct adjacent to Hudson Street for the site's future buildings;
- New buildings can be located on the edges of the quarry face providing there is a design space between these buildings and the quarry face;
- 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 buildings that are over massed. Design fine grain buildings to be in context to the historic Bo Kaap and de Waterkant areas;
- The architecture of new structures should positively relate to the site's historic buildings on Strand Street and within de Waterkant, which is a 'walled architecture' with 'punched' openings;
- Design orthogonal facades and footprints to the street grid, unless there is highly positive impacts to change this urban pattern;
- Design sensitively positioned and sized signage on future buildings and structures, with no illuminated and visually intrusive signage.

7. Access to the site

- Improve pedestrian access across Strand Street. Heavily-used Strand Street is a physical barrier which will require intervention to connect De Waterkant with the quarries and Bo-Kaap
- Utilise the site's opportunities to access between the site and Signal Hill in a variety of ways for pedestrians, cyclists and pathways, and mechanised structure.

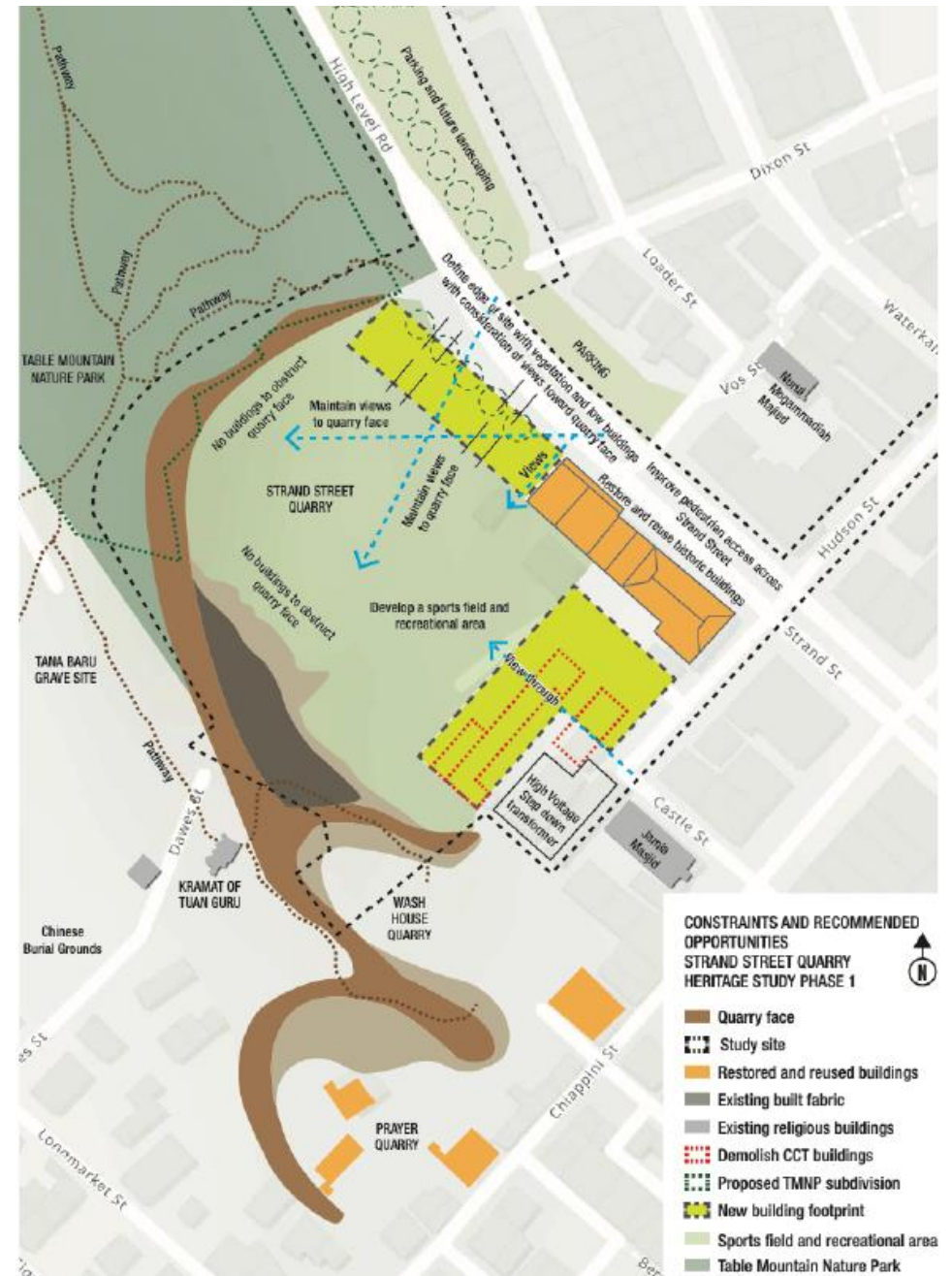


Figure 2.36: Principle heritage indicators (to be supplemented with intangible heritage resources) (Bridget O'Donoghue, 2023).

8. Surrounding Streets

- Retain all granite street kerbs;
- Express the hierarchy of the streets through street materials, landscaping, buildings and building interfaces;
- Improve the pedestrian accessibility on all surrounding roads;
- Consolidate street signage to avoid signage clutter;
- Incorporate way finder signage within the project areas that complements the interpretive signage.

2.7 Landscape Character Analysis

Terra+ Landscape Architects undertook a detailed landscape character analysis in November 2022 to inform the concept development for the site.

2.7.1 Five Qualities that contribute to a Unique Landscape:

Five broadly unique qualities were identified as setting the project site area apart from other parts of Cape Town's immediate City Bowl and surrounds, namely:

1. Green Corridors

Located on the cusp of Signal Hill, and adjacent to Strand Street as it transitions to High Level Road, the project site is uniquely located on the City's green edge. 'Green corridors' extend directly from the study area into the built environment. Refer to figure 2.37.

2. Blurred Green Edges

The site, identified as Strand Street Quarry (or Quarry Hill Sports Ground) and including the neighbouring smaller quarries, presents an unconsolidated parcel of land with indistinct boundaries. Contributing to this perception of 'blurred green edges' is the vague but constant engagement between urban space and wilderness. Refer to figures 2.38 and 2.39.

3. Street Access

Although fortified to the west, the site welcomes the opportunity of pedestrian linkages from the eastern 'Fan Walk' in order to maintain a lively connection between Bo-Kaap and De Waterkant. Signal Hill appears the last frontier, demanding the formalising of access across terrain. Refer to figure 2.40.

4. Urban Fabric

The site is wedged on a fissure between the coarse grain fabric of urban CBD and the fine grain fabric of residential Bo-Kaap, De Waterkant and green Point further afield. Contributing to this divide is the impression of fine grain residential architecture sculpted to the contours of the mountain, while the coarse grain architecture of the CBD comprises independent monoliths. Refer to figure 2.41.

5. Elevation

A rapid rise in elevation, afforded by the proximity to Signal Hill, sets the site apart from the lower region of the City Bowl and Atlantic Seaboard. Despite the recessed nature of a typical quarry, this site retains impressive, direct views of Table Mountain and the city due to its elevation. Refer to figure 2.42.



Figure 2.37: Unique Quality - Green Corridor (Terra+, 2023).

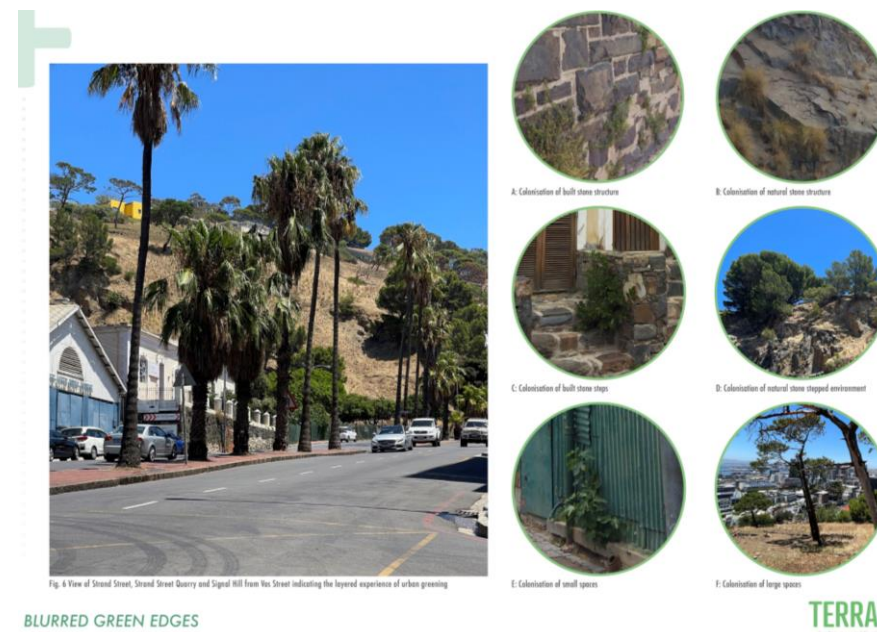


Figure 2.38: Unique Quality - Blurred Edges (Terra+, 2023).



Figure 2.39: Unique Quality – Blurred Edges (Terra+, 2023).



Figure 2.41: Unique Quality – Urban Fabric (Terra+, 2023).



Figure 2.40: Unique Quality – Street Access (Terra+, 2023).

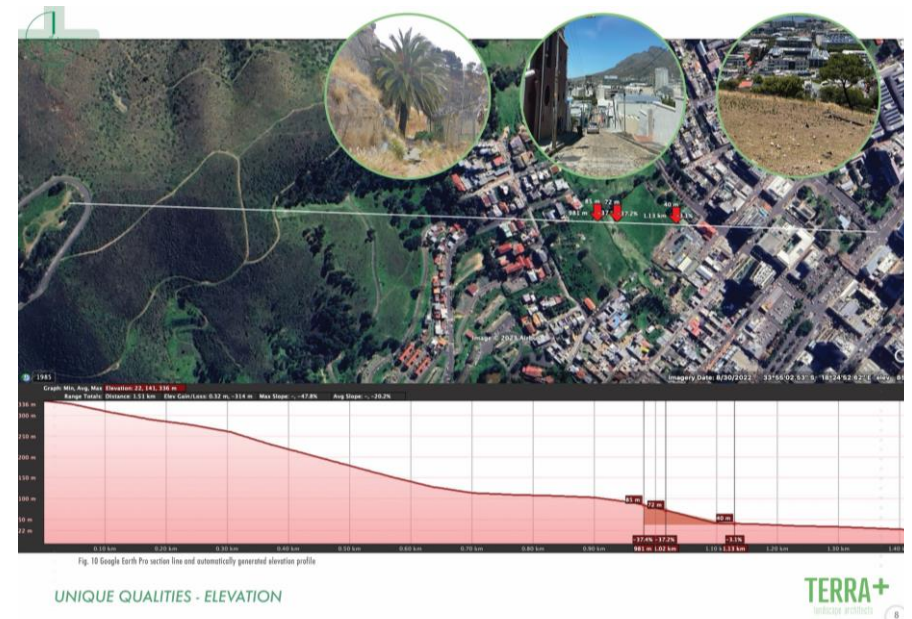


Figure 2.42: Unique Quality – Elevation (Terra+, 2023).

2.7.2 Landscape Design Indicators

Further analysis of the study area and surrounds was conducted in February and March of 2023. This process included desktop research and on-site engagement. A visual report was compiled that summarised the proposed indicators for the study area from the perspective of landscape architecture.

The report was divided into sections that each discussed the unique indicators identified:

1. Significant Views of Rock-face
2. Placing Buildings on Site
3. Framing of Views
4. Visual Connection to Mountains
5. Green Buffer
6. Architectonic Relationship to Mountain
7. Gateway
8. Pedestrian Zone
9. Drainage

Terra+ presented the Landscape Indicators document to the project team on 2023-03-08. Similarly, the findings identified by other members of the team was presented, in order to capture a broad impression of the study site. Below are the nine landscape indicators unpacked in more detail.



Figure 2.43: Site entrance off Hudson Street (Terra+, 2023).

1. Significant Views of the Rock-face

Driving up Strand street the views are either obscured by buildings or the mature trees in the fore-ground (see figure 2.45. sequence of images illustrating the visibility). The rock-face is therefore visible as a sequence of glimpses. Similarly the quarry rock-face are only visible for brief moments for drivers or pedestrians through the existing trees and when directly opposite the entrance when there is a break in the vegetation.

Significant views of the quarry rock-face are once the viewer enters the site past the existing buildings, mature trees and the secondary fence. The views of the quarry rock-face from within the site are critical and must remain unimpeded once beyond the line of mature trees and secondary fence.



Figure 2.46: Photograph of the dominant face of the exposed rock-face (Terra+, 2023).



Figure 2.44: Diagrammatic plan of Site with graphic overlay indicating iconic views of rock-face to be preserved (Terra+, 2023).



Figure 2.45: Diagrammatic images of the sequence of glimpses of the quarry rock-face driving up strand street (Terra+, 2023).

The quarry rock-face has portions which are more significant than others. The central portion with an intact rock-face must be regarded as the most significant portion and views from the quarry floor and beyond the secondary fence must be clear and unimpeded by buildings or high vegetation.

The side portions of the quarry the rock-face are degraded and would require engineering interventions to prevent rock fall and further degradation. Any future engineering interventions would require an assessment of the visual impact on the quality and character of the quarry rock-face.

The site should be analysed with the understanding that different levels of preservation might be required, thereby accommodating different degrees of intervention.



Figure 2.47: Graphic representation of the significant portion of the quarry rock-face (Terra+, 2023).

2. Placing buildings on site – Built form to accentuate features on the site

Placing of buildings on the site can positively contribute to the value and significance of features on the site. The natural features and views of the quarry rock-face are to be preserved and inform the placement of buildings.

It is essential that the open space and quarry floor within the quarry is maintained.

Buildings must be placed to create a visual gateway along Strand Street and a physical gateway and sense of arrival from Hudson Street where the view of the quarry can be enjoyed and appreciated.

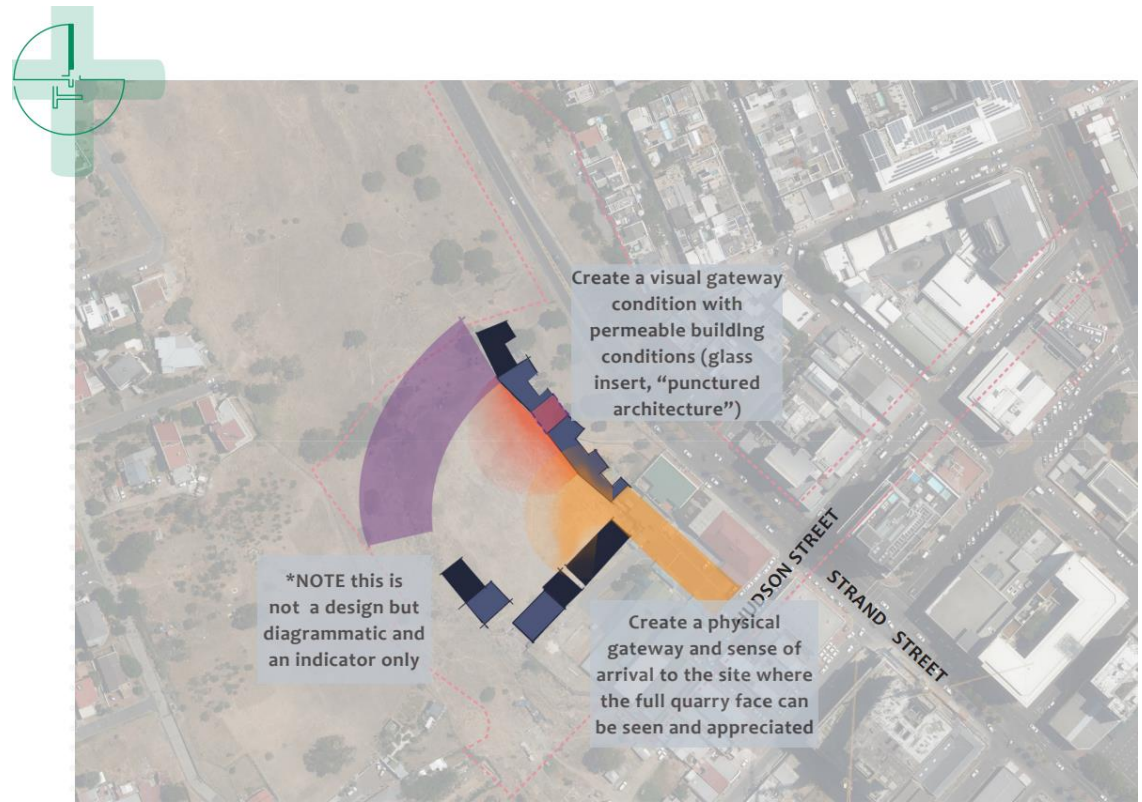


Figure 2.48: Diagrammatic plan of Site with graphic overlay indicating suggested placing of buildings and mass (Terra+, 2023).



Figure 2.50: Photograph of the dominant face of the exposed rock-face (Terra+, 2023).



Figure 2.49: Image of the quarry rock-face on approach from Hudson street (Terra+, 2023).

Massing and height can further contribute to create gateway conditions which 'hold' the site, providing a safe and functional space. The height of the buildings along the edge of Strand street must be limited to a maximum of three levels on the lowest portion of the site (with the exception of the people mover), and must utilise the slope of the site. Avoid continuous roof-scapes, but rather allow for a variation of heights with openings ("punctured architecture") to allow glimpses of the quarry rock-face. Buildings along the western edge of the site must be limited to a maximum height of the surrounding buildings as illustrated in figure 2.57.

The placing of buildings and roof-scapes must be sensitive to the context and relate to the building fabric of the direct context to create a cohesive urban fabric whilst placing significance on the natural features, inducing a sense of awe and celebration in the beauty and sense of place.

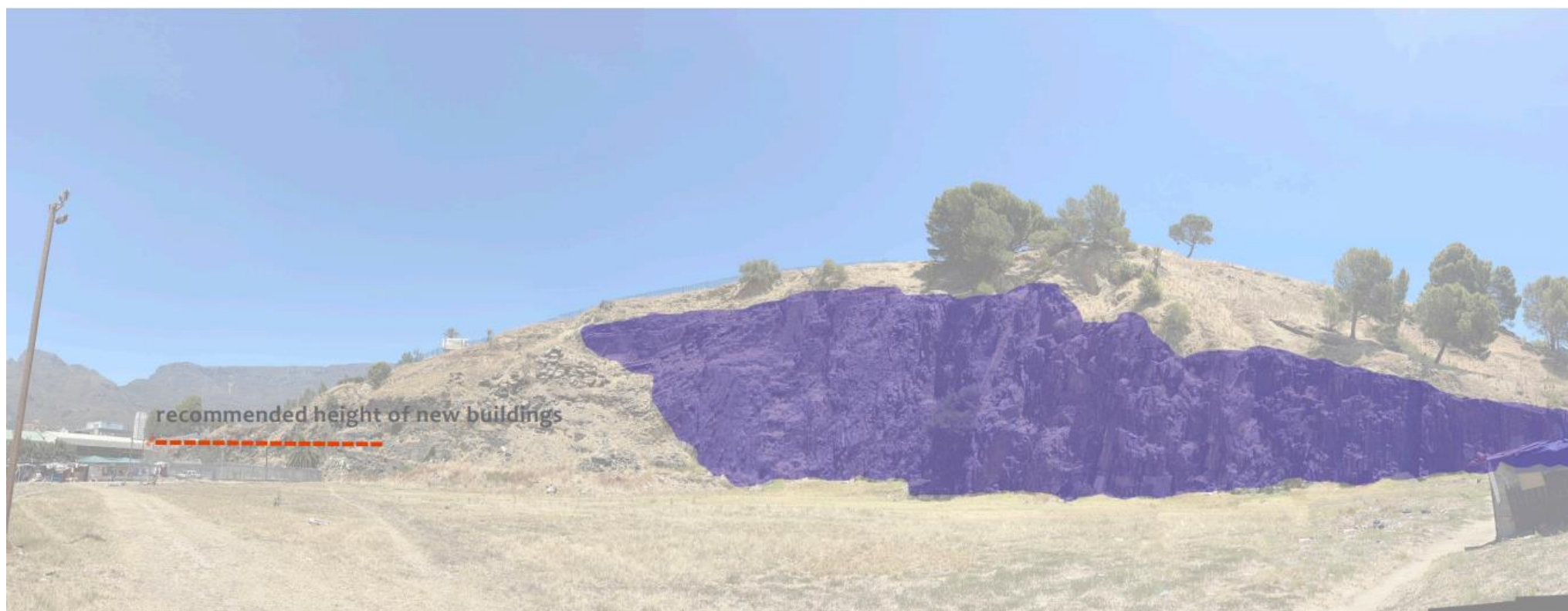


Figure 2.51: Graphic recommendation of height restriction of buildings along the western edge of the site (Terra+, 2023).

3. Framing of Views – Preserve Views from the Site

The critical views are of the quarry rock-face on entering the site beyond the line of the secondary fence and existing mature vegetation and trees, and the view from the same vantage point across towards Table Mountain. These views are uninterrupted and must be preserved, isolated or emphasised through planting and the placing of built form. Architectural form must be used to script the experience of the site by informing views and movement into and out of the site. Architectural mass must be used as a method of framing views.

Stepping of roof-scape to frame significant views and tree planting and pruning of existing trees to define visual links are important mechanisms to maintain and enhance these critical views.



Figure 2.52: Diagrammatic plan of Site with graphic overlay indicating architecture as medium to enhance critical views (Terra+, 2023).



Figure 2.53: Existing view of portions of Table Mountain, looking through vegetation (Terra+, 2023).

4. Visual Connection to Mountain – Maintaining a Direct Connection between the Mountain and the City

Visual qualities, such as uninterrupted views of Table Mountain and Signal Hill, are intrinsic to the study area. This necessitates a design response with direct views and access from Strand Street. The green connection as illustrated in the green visual cone - figure 2.54 and a green edges must be maintained along the Strand Street edge to ensure this connection with the mountain is maintained.



Figure 2.54: Diagrammatic plan of Site with graphic overlay indicating visual connection to mountain through approaching streets (Terra+, 2023).



Figure 2.55: Photograph from mountain slopes indicating direct visual connection to Strand Street (Terra+, 2023).

5. Green Buffer – Retain Green Connection to City

With limited direct interface between the mountain and the city, it is imperative and strategic to sustain and capitalise on areas where there is direct contact.

Formal urban park typologies and 'green' parking methodologies (such as permeable surfaces i.e permeable paving and swales for on-site storm water management) may be applied to enhance connection.

There must be a green edge/buffer along Strand street and an active green interface between building and green space along Strand Street.



Figure 2.56: Diagrammatic plan of Site with graphic overlay indicating open green space and potential park negotiating space between mountain and city (Terra+, 2023).



Figure 2.57: Photograph of Strand Street, mountain and location of green buffer (Terra+, 2023).

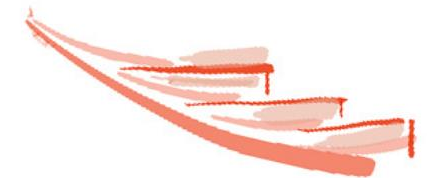
6. Architectonic Relationship to Mountain – Architecture and Exposed Geology

Design proposals should explore the relationship between geology and architectural scale, form and texture to achieve a sense of graded integration between natural and human made structure. This can be achieved by using local materials such as Malmesbury shale and sandstone, and utilising the slope to place the buildings and integrate them in the landscape.

The scale of the mountain slope relates directly to and informs architecture. Architecture must not compete with the impression (e.g. scale) of the quarry rockface. There must be a graded integration between natural environment and proposed structures.



Figure 2.58: Diagrammatic plan of Site with graphic overlay indicating dialogue between built form and mountain / rockface (Terra+, 2023).



‘Stepped material’

Figure 2.59: Photograph indicating junction between slope, rockface and future built form (Terra+, 2023).

7. Gateway – Create Impression of Arrival and Integration with Nature

Architecture must enhance theatre of place – arrival with a clear hierarchy for pedestrians.

An architectural gateway must be created through the placing of building to create lively access for pedestrians to an enclosed urban forecourt. Integrating the buildings with nature and the topography will enhance the connection to the mountain.

Further greening of future development and urban spaces, especially building edges and interfaces on Strand Street, will promote the connection to natural areas and the mountain.



Figure 2.60: Diagrammatic plan of Site with graphic overlay indicating iconic architecture as gateway revealing threshold views (Terra+, 2023).



Figure 2.61: Photograph of the rockface to be revealed beyond threshold (Terra+, 2023).

8. Pedestrian Zone – Enhance experience and safety for Pedestrians

A safe pedestrian connection is paramount – including access from proposed parking and public transport.

Broader context - an integrated, comprehensive connection between mountain and city (especially the neighbouring suburbs De Waterkant and Bo-Kaap) must be promoted through the use of materials to differentiate the pedestrian zones from vehicular zones, and give hierarchy to the pedestrian user. The use of materials such as shale and granite will contextualise the site.

Encourage and facilitate safe movement across Strand Street through the use of surface changes to give pedestrians dominance and safe crossings.



Figure 2.62: Diagrammatic plan of Site with graphic overlay indicating pedestrian movement lines and road portions requiring traffic calming (Terra+, 2023).



Figure 2.63: Photograph of Strand Street indicating need for pedestrian zone (Terra+, 2023).

9. Drainage – Treatment of Stormwater as Beneficial Amenity

Stormwater surface run-off is anticipated and certain parts, such as quarried slopes, are subject to varying flow. Therefore management of stormwater must consider high ground, slope, rockface and internal quarry. The design must incorporate the SUDS principles for storm-water management and must have a storm-water plan which incorporates SUDS engineering solutions.

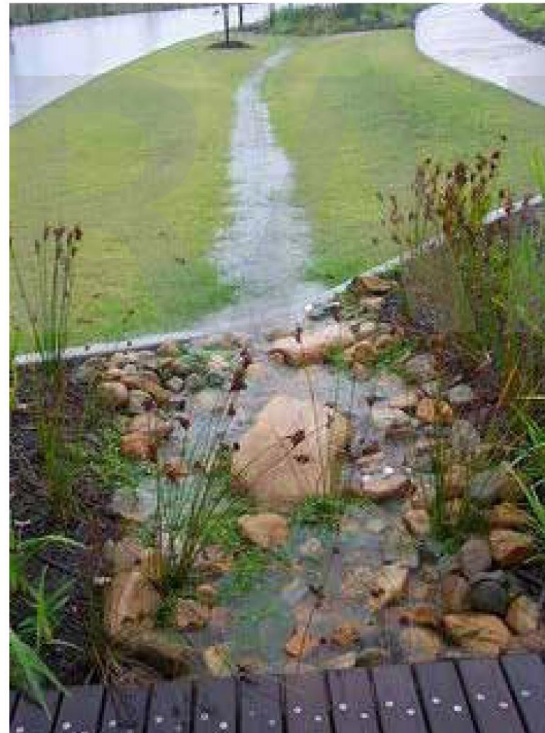
The sport field design is an ideal mechanism to ameliorate the impact of storm events. The use of swales and re-charge areas must be used where possible to allow for maximum re-charge of stormwater and where not possible additional storage facilities must be incorporated in the overall design of the buildings.



Figure 2.64: Diagrammatic plan of site with graphic overlay indicating surface water runoff, attenuation systems and drainage (Terra+, 2023).



Figure 2.65: Photograph of decayed slope indicating need for intervention (Terra+, 2023).



PRECEDENTS: MATERIALITY AND STORMWATER ATTENUATION



Figure 2.66: Precedents for materiality and stormwater attenuation (Terra+, 2023).

2.8 Transport and Traffic Status Quo

Figure 2.67 summarises and illustrates the traffic and transport context of the Strand Street Quarry site. The draft Traffic Impact Assessment prepared by HHO in June 2023, came to the following conclusions:

- Strand Street and its intersections with minor streets in the vicinity of the site generally operate at reasonable levels of service during peak hours, particularly the AM peak, with some congestion experienced in the westbound direction in PM peak.
- Congestion on CBD roads is a reality during peak periods – consideration to be taken when considering impact of new developments, including the Strand Street Quarry site.
- Public transport services are well-established – this could be further enhanced with the increase in potential ridership that new development can generate.
- Non-motorised transport facilities are not well developed and should be given particular attention when formulating proposals to improve the integration of the site with its surroundings.
- Parking requirements will have to primarily be met on-site due to readily available on- and off-street parking facilities being limited. Limited parking on Strand Street, opposite the site, is possible.
- Dominant east-west movements occur along high-order routes in the greater study area, connected by a series of short, lower-order north-south road links.
- Access to the development is likely to be gained primarily via Hudson Street but is dependent on the reconfiguration of the Metro Police facility on the corner site (Strand Street/ Hudson Street). Additional access should be gained from Strand Street itself.
- The historic roundabout on Strand Street was removed in the 1960's and is not considered feasible to be reintroduced.

Conclusion:

A detailed Traffic Impact Assessment (TIA) will be prepared to accompany the statutory applications, which will also include the formalisation of the Strand Street road reserve.



Figure 2.67: Summary of Strand Street Quarry Transport Context (HHO, 2023).

2.9 Municipal Services Status Quo

HHO Engineers were appointed in November 2022 to undertake an initial Municipal Services Status Quo Report. A brief overview of this assessment is presented below. Indications are that there is capacity in all the networks to accommodate development on the site, but this will only be confirmed once the development proposals have been finalised and the service needs established.

2.9.1 Constraints, Opportunities and Fixes

i.) Hydrology & Stormwater

Based on initial stakeholder engagements by the Urban Design team, there is a strong community desire for the provision of a sports field on the Strand Street Quarry site. Such a facility could serve a dual purpose as both a recreational and stormwater detention facility. The profile of such a facility would however have to be carefully designed to ensure that its elevation would be low enough to receive stormwater runoff from the future development. Additionally, stormwater runoff from the top of the existing rock face which may impact the future development must be considered in future design phases.

Other factors such as the presence of impermeable rock close to the existing natural ground level of the site would also have to be considered in terms of the site's ability to detain or allow for the infiltration of stormwater runoff. Further details regarding the geology of the site can be found in the Desktop Geotechnical Report, REP-220079-401-8001.

Should the above factors preclude the implementation of a stormwater detention facility, then approximately 5% of the site area should be allocated to the management of stormwater runoff using so-called Low Impact Developments (LIDs). LID practices include measures such as preserving undeveloped open space, rain gardens, green roofs, permeable pavements, and biofiltration. The southwestern boundary of the existing Quarry site would be an ideal "strip" for the implementation of these interventions.

As a rough guide, the following spatial proportions should be allocated for the sustainable management of stormwater runoff, expressed as a percentage of the future development's impermeable area:

- Swales: 10 – 20%
- Bioretention facilities: 5%
- Infiltration strips: 2-3%

There are likely no significant barriers to development in terms of bulk stormwater infrastructure capacity posed by the proposed development of the Strand Street Quarry. Based on the information available for this desktop study, it also does not appear that any of the bulk stormwater conduits would require protection by a servitude, but this will have to be confirmed via a detailed survey by future developers.

It is likely that at least some of the stormwater runoff generated from the future development will be discharged into the existing underground stormwater network. The CoCT's Management of Urban Stormwater Impacts Policy therefore applies.

The policy aims to:

- a. Improve the quality of stormwater runoff;
- b. Control the quantity and rate of stormwater runoff;
- c. Encourage natural groundwater recharge.

Depending on the proportion of impermeable surfaces proposed in the future development, a Stormwater Management Plan may be required to demonstrate the above policy objectives are met.

ii.) Potable Water

There are likely no significant barriers to the future development in terms of available bulk water capacity or pressure, but this will be confirmed once a conceptual proposal has been developed by the project team, and the associated water demand is provided to the City's Water & Sanitation Department for a capacity assessment. However, some infrastructure is ageing and may require replacement. Future developers should therefore liaise closely with the relevant City Departments and authorities regarding their requirements.

The City Centre is currently not pressure-managed but attempts have been made to develop three cascading zones, with a proposal to pressure-manage in the future. The proposed development could therefore present an opportunity to implement such pressure-management so as to more efficiently and effectively serve developments in the City.

The proposed development presents an opportunity to make use of alternate water sources available in the City. These include:

- Water augmentation schemes
- The Table Mountain Aquifer
- Using reclaimed (non-potable) water for irrigation or local industry
- Investing in wellpoints
- Recycling greywater and harvesting rainwater

- Water desalination plants (in the long term).

Future developers are advised to consider these initiatives as part of their proposed water supply planning.

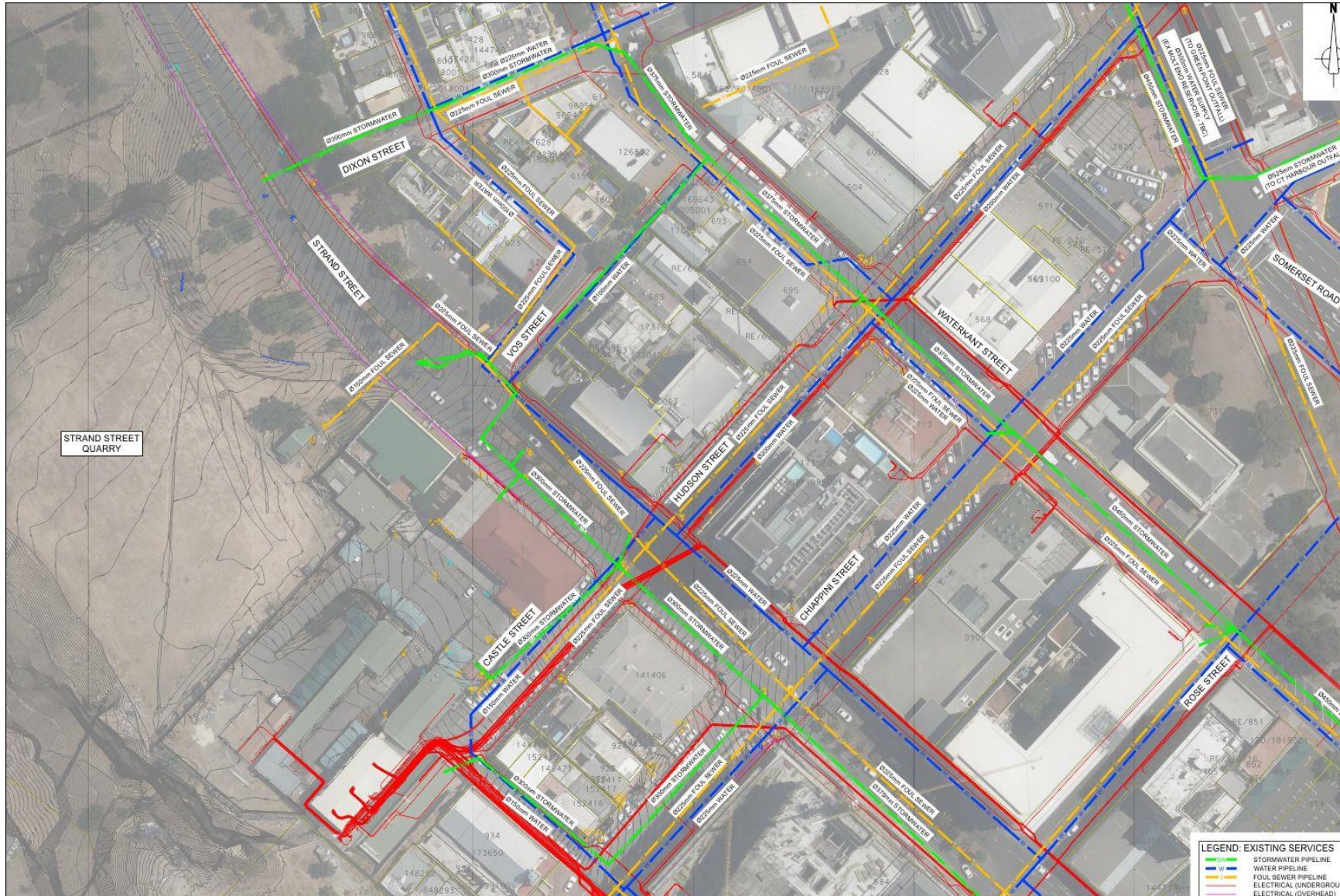


Figure 2.68: Municipal service networks serving the site (HHO, 2023).

2.9.2 Foul Sewer

There are likely no significant barriers to development in terms of available bulk foul sewer capacity in both the existing sewer network and at the Green Point Outfall but this will be confirmed once a conceptual proposal has been developed by the project team, and the associated foul sewer demand is provided to the City's Water & Sanitation Department for a capacity assessment. Based on the information available for this desktop study, it also does not appear that any of the bulk foul sewer conduits would require protection by a servitude, but this will have to be confirmed via a detailed survey by future developers.

The City currently has no short- or medium-term plans to increase the capacity of the Green Point Outfall. However, it has indicated in its Water & Sanitation Sector Plan an intention to begin an upgrade process circa 2030, depending on actual flow patterns to the Outfall over the next few years. A new land-based wastewater treatment works, diversion of flow from the existing foul sewer catchment or a combination of these two methods will be required when the Outfall runs out of capacity.

The proposed Strand Street Quarry development, in combination with other future City plans (such as the future densification of District Six, et al), may in the future significantly increase the flow growth in the catchment at which point the capacity of the Green Point Outfall will become an issue. The replacement of the Outfall with a land-based treatment works will require significant time and budget, meaning that additional capacity cannot be quickly added. The Outfall should therefore be considered a potential constraint in the medium-term (i.e. in the next 10 years or so).

2.9.3 Solid Waste Management

The proposed development presents an opportunity to implement the so-called "Iceberg" Model of waste management. The model aims to maximize the volume of salvageable solid waste to be reduced, reused, recycled or recovered, thereby minimizing the volume of waste which ultimately must be disposed of at a landfill site. Figure 2.69 is a graphical representation of the Waste Management Hierarchy system.

Future developers are advised to investigate the feasibility of implementing innovative waste management technologies, such as the "Envac" system. Moving waste via a pipe network, Envac's system connects buildings to a number of collection stations, situated away from the main development or city site, creating cleaner, more efficient spaces in which to grow and thrive.

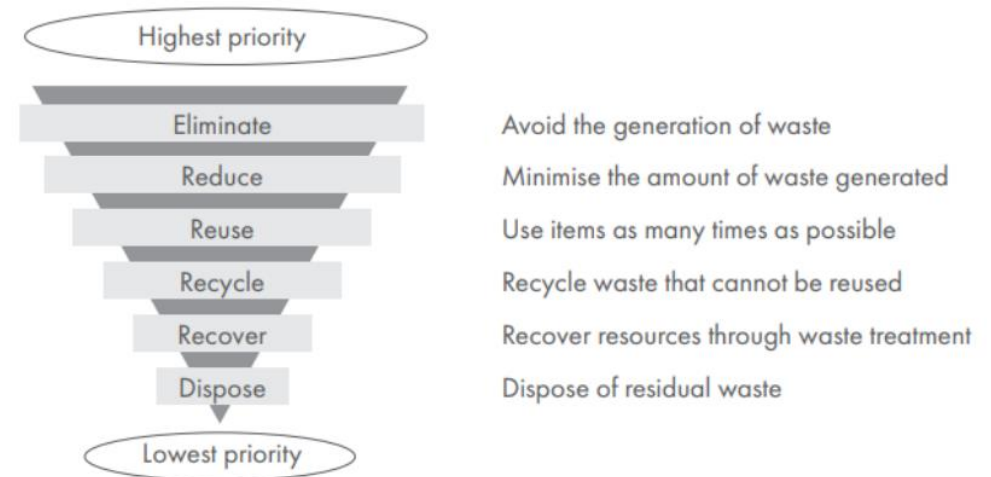


Figure 2.69: Waste Management Hierarchy (HHO, 2023).

2.9.4 Conclusions

- Post-development, major flooding should not be of concern in and around the vicinity of the Strand Street Quarry, provided that the proposed sports field facility (if selected as the preferred development option) can also be utilized as a stormwater detention facility, or that adequate stormwater management initiatives are implemented such as the use of so-called Low Impact Developments (LIDs).
- The existing bulk services capacities (water and foul sewer) likely pose no significant barrier to unlocking development at the site, but this will be confirmed once a conceptual proposal is tabled by the project team. An official capacity report from the City's Water and Sanitation Department will be included as an appendix in the final submission of this report.
- The future developer is advised that some of the City's infrastructure is ageing and may require replacement, and hence the future developer should engage with the relevant City operational departments to understand their requirements.
- The future developer is advised to promote waste minimization initiatives (as per the "Iceberg" Model) as part of the proposed development.
- It is likely that the future developer will be required to produce an Integrated Waste Management Plan for the CoCT's approval, depending on the nature of the waste expected to be produced.
- The future developer would be expected to pay a DC to the CoCT, in return for which the City would make services capacity available to the future developer. Should the size of the development increase, an increased DC would be expected. However, given the magnitude of the proposed developments, the future developer would be well advised to engage the CoCT early in the development application processes.
- The future developer would be liable to the CoCT for services connection fees.

2.9.5 Recommendations

The following recommendations are made:

- The future developer will have to apply to the CoCT for adequate water supply and foul sewer accommodation.
- Water saving measures / use of alternative water sources should be implemented in the future development, which should aim to be environmentally sensitive and sustainable.
- An Integrated Waste Management Plan (IWMP) will likely have to be compiled and submitted to the CoCT for approval.

2.10 Electrical Services Status Quo

Claasen Aurret Engineers were appointed in November 2022 to undertake an initial Electrical Services Status Quo Report. A brief overview of this assessment is presented below.

The complete existing electrical layout, which include HV, MV and LV lines, of the study area is illustrated in figure 2.71.

The entire precinct is supplied by the upstream substation at Roggebaai. At the Roggebaai main substation there are currently 2x90MVA and 1x80MVA transformers. On the HV and MV network (main-substations) there is 20MVA(at 33kV) and 30MVA(at 11kV) spare capacity.

2.10.1 Constraints

The site is located next to the City (Cape Town) substation. We cannot alter/modify the exiting substation building (Refer to figure 2.70). The existing spacing between the substation and Metro Police must be held at all time (Refer to figure 2.70). This is the minimum space they require to remove/replace the existing transformers.

2.10.2 Conclusion

The way forward is to obtain the GLA of the proposed development and derive the new NMD (notified maximum demand). We will then be able to plan the required electrical upgrades for the various developments.

Once the GLA of the proposed concept has been quantified, the required electrical upgrades required for the site will be determined to inform the statutory process.



Figure 2.70: Existing substation to remain on site (Claasen Aurret, 2023).

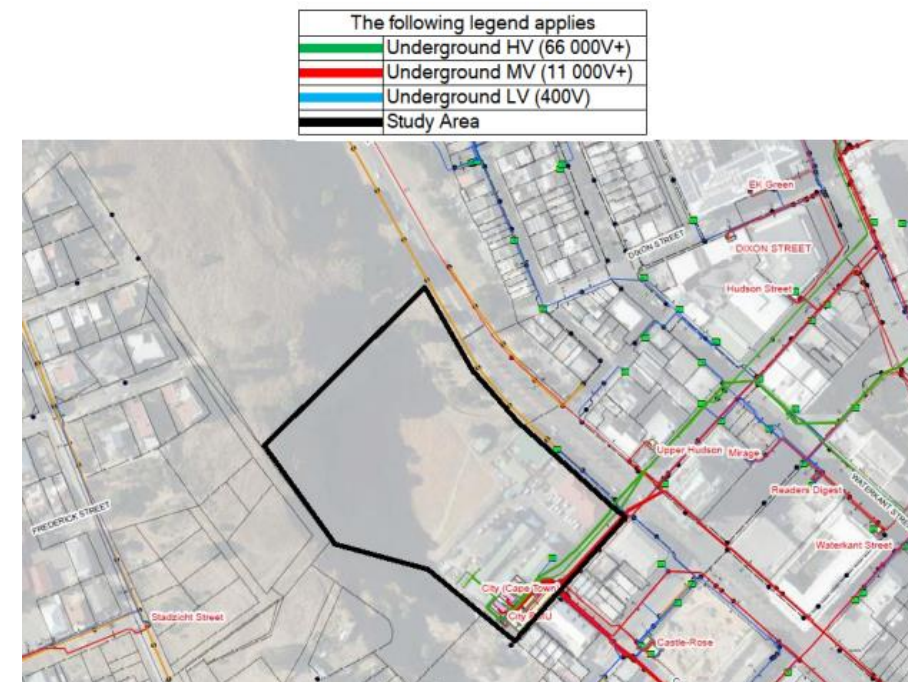


Figure 2.71: Electrical layout of the study area (Claasen Aurret, 2023).

2.11 Desktop Geotechnical Review

2.11.1 Geotechnical Assessment and Design Considerations

HHO Engineers prepared a desktop geotechnical report in June 2023 and made the following findings and conclusions:

i.) Founding Conditions

Founding conditions at the site will generally comprise near-surface or surface level hard rock of the Tygerberg Formation. While these conditions are favourable for foundation bearing pressures and minimal foundation settlements, excavation difficulties will prevail.

ii.) In-situ Subgrade and Material Uses

Minimal cover soil is expected at the site. While excavated hard rock may be suitable for re-use as crushed aggregate, materials suitable for bedding sand, trench backfill and selected material will need to be obtained from commercial sources.

iii.) Stormwater and Drainage

Due to the very shallow rock conditions expected, rain water will not infiltrate the ground easily and surface runoff and/or ponding of water will occur. Stormwater drainage and shaping of the ground to encourage and control runoff will therefore be important factors to consider in the development of this site.

iv.) Excavation

Excavations for services and/or foundations will typically be within hard rock that will most likely require specialist blasting or chemical splitting to achieve.

v.) Slope stability and rockfalls

The existing quarry rock faces appear to be relatively stable. However, ongoing exposure and weathering does render rock slopes susceptible to rockfalls over time. Given the steeply dipping and highly jointed nature of the Tygerberg Formation rocks, there is a risk of periodic rock falls from the steep and high quarry faces. Potential rock fall mitigation methods that could be considered are:

- Removal (barring down) of noticeably loose rocks from the face;
- Rock bolting of potentially loose sections of rock;
- Creation of rock fall traps or buffer zones at the base of the slopes into which rocks may fall naturally; or
- Draped wire mesh for stabilisation or control of rock falls



KEY:

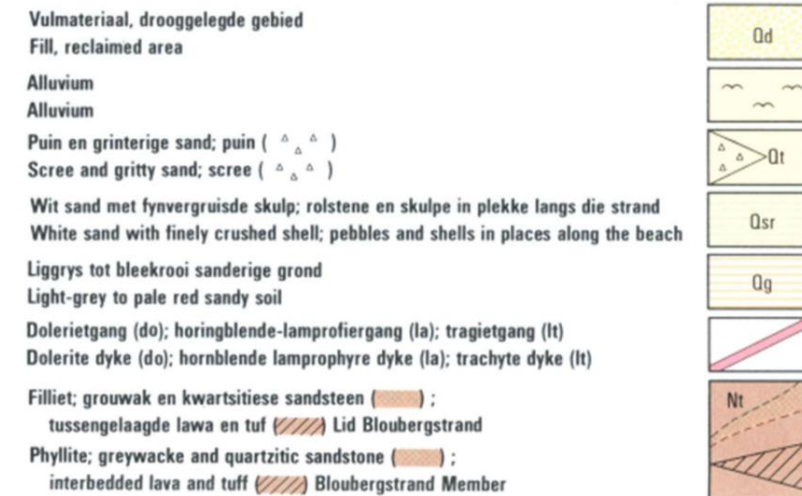


Figure 2.72: Extract from 1:50 000 Geological Series 3318 CD Cape Town (HHO, 2023).

With regard to the rock fall traps or buffer zones mentioned above, for a 25m high cut slope at near-vertical gradient, a ditch of 6-7m width and approx. 2m depth would be required at the base of the slope according to the empirical design chart developed by Ritchie (1963) and cited in Willie & Mah (2004).

2.11.2 Conclusions

Development of the Strand Street Quarry is broadly considered to be feasible from a geotechnical perspective. However, as indicated by the very low development potential classification (VL3) and as presented in the geotechnical assessment above, development costs and mitigation measures to address development concerns of a geotechnical nature could prove costly. These are likely to include, but are not limited to:

- Importing from commercial sources of bedding, backfill and selected materials
- Design and implementation of stormwater control measures
- Excavation difficulties requiring specialist blasting or chemical splitting
- Protection against rock falls from the quarry cut faces, including rock fall traps or buffer zones, for a 25m high cut slope at near-vertical gradient, a ditch of 6-7m width and approx. 2m depth would be required at the base of the slope

These conclusions are based solely on the findings of desktop studies. Further geotechnical investigations must be conducted at the site at preliminary and detailed design stages. These could include detailed rock slope/face logging, joint surveys and rockfall hazard assessments, geotechnical profiling of trial holes, in-situ testing and laboratory testing of materials.

CHAPTER 3. Stakeholder Engagement Plan

The stakeholder engagement process is a critical informant to the design concept of the site and determined the outcome of the urban design, planning and relevant statutory processes. The City of Cape Town has emphasised the importance of effectively involving relevant stakeholders from the outset. This ensures that stakeholders are well informed and have opportunities to shape the planning and design concepts along the way and ensures buy-in and support for design proposals.

This Stakeholder Engagement Plan outlines the approach to, and provides an overview of, the process that has been followed in the design (i.e. pre-application) and will take place in the statutory phases of the project.

3.1.1 Approach to Stakeholder Engagement

The overall **aim** is to ensure that an **inclusive** stakeholder engagement process is conducted that provides for **meaningful participation** by local and affected participants, meeting all statutory requirements and contributing to a more robust and accepted outcome.

The stakeholder engagement team facilitates successful and meaningful participation for all interested and affected parties through, inter alia –

- » Maintaining procedures for interaction, communication and for receiving, documenting and responding to relevant communication from stakeholders;
- » Discovering and eliminating any sources of misunderstandings between the project proponent, consultants and the stakeholders;
- » Assisting to improve the communication between the project team and stakeholders;
- » Presenting the project in an objective way by supplying all appropriate, relevant and accurate information and facts in an unbiased manner to ensure a better understanding of the proposed project;
- » Facilitating a response to all inputs and comments from relevant stakeholders; and
- » Communicating the project phases to the public for a better understanding of the scope, timeframes, and limits of this work.



Figure 3.1: Principles for the stakeholder engagement process (Infinity Environmental, 2023).

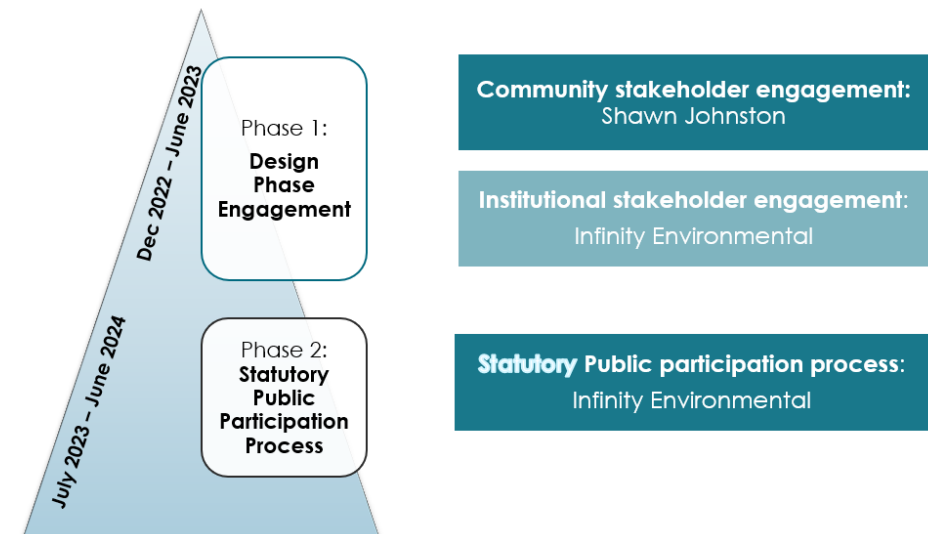


Figure 3.2: Stakeholder engagement process phasing and focus (Infinity Environmental, 2023).

The stakeholder engagement process has been designed to inform, educate and gather key inputs from interested and affected parties, commenting authorities and heritage conservation bodies within the project area. Not only is the involvement of stakeholders in the development a mandatory requirement, but the stakeholders possess collectively a wealth of inputs, knowledge and expertise which should not be ignored.

The engagement process for the proposed Strand Street Quarry Precinct Development is expected to comprise two phases (Figure 3.2):

- o participatory, design-oriented engagement during the design phase (including both local and institutional stakeholders); and
- o statutory public participation during the formal application and assessment phase.

Engagement has been focused on two different audiences:

- o **Institutional stakeholder engagement** will involve public landowners, municipal departments, SANParks, the Community Improvement District, and other key organisations agreed in consultation with the client. The focus will be on gathering information on the status quo and building consensus on required outcomes and objectives, as well as on design fixes as a means to guide the development of draft proposals for the site.
- o **Community stakeholder engagement** will provide for engagement of interested and affected parties from the Bo-Kaap precinct and surrounding areas.

3.1.2 Process - Stakeholder Database

The provisional stakeholder database for approval by the client prior to initiating the stakeholder engagement process. The stakeholder list will be updated throughout the project cycle to ensure that the appropriate representatives from identified government departments and public organisations are communicated with. It includes:

- City officials
- Other state departments, including SANParks, Heritage Western Cape, SAHRA, and the Department of Public Works and Infrastructure.
- Councillors »
- Residential and Community Structures

- Religious Groups (Muslim Mosques and Christian Churches – see Figure 3.4), who will also be asked to post notices internally and/or assist in identifying key stakeholders
- Youth Development Groups
- Business Community within the project footprint
- Registered Heritage Conservation Groups
- Civic/Residents and Ratepayers Associations, and the CCID

3.1.3 Overview of the Intended Engagements

PROJECT MANAGEMENT TEAM (PMT)	SUBCOUNCIL MEETINGS	STAKEHOLDER ENGAGEMENT MEETINGS	PUBLIC PARTICIPATION
PMT1: Project introduction, brief and info gathering Dec 22	SUBCOUNCIL 1: Project introduction, brief and info gathering Dec 22	One-on-one/ focus meetings as required Nov 22 – Jun 23	Reports circulated to heritage conservation bodies; state departments Jul – Nov 23
PMT2: Contextual, opportunities & constraints analysis Mar 23	SUBCOUNCIL 2: Concept proposals Jun 23	PLENARY WORKSHOP 1: Project intro and info Mar 23	Media notices, public open day Jul – Nov 23
PMT3: Concept proposals Jun 23		ONE-ON-ONE ENGAGEMENTS Mandates, info doc Apr 23	Statutory comment periods - written comments: Environmental Impact Assessment (incl Heritage Impact Assessment) Planning Application
		FOCUS GROUP MEETINGS ROUND 1 Needs and ideas May 23	
		FOCUS GROUP MEETINGS ROUND 2 Design and vision May 23	
		PLENARY WORKSHOP 2: Present proposals Jun 23	

Figure 3.3: Engagement outline (Infinity Environmental, 2023).

3.1.4 Design-Phase Engagement Process

i.) Core Team Members and Client Representative's Meetings (Internal Project Team Meetings)

Regular meetings with the professional team and client were undertaken to track and manage project progress through the project cycle. The project team lead, scheduled and recorded all meetings.

ii.) Project Management Team (PMT) Meetings

Representatives from relevant internal City of Cape Town line departments directly involved with the spatial planning, bulk services, transport and property departments along with the client and professional team members are involved in the PMT meetings. The PMT meetings were facilitated by the client, and Urban Catalytic Investment. Three PMT meetings were conducted:

- o December 2022: PMT1 Project introduction, brief and info gathering
- o March 2023: PMT2: Contextual, opportunities & constraints analysis
- o June 2023: PMT3: Concept proposals

iii.) Political Engagement: Sub-Council and Relevant Ward Councillors

The core team members together with the client attended sub-council meetings. The purpose of these engagements was to share and obtain information on the project progress and outcomes. These engagements were facilitated by the client. The two engagements were:

- o December 2022: Project introduction, brief and info gathering
- o June 2023: Present concept proposals

In addition, Cllrs Higham and McMahon were kept informed of major developments, in particular where these relate to stakeholder engagement and participation. Cllr Higham were invited to all focus group sessions and workshops.

iv.) One-on-one or Small Group Engagements with Institutional Stakeholders

Each of the professionals appointed to the design team engaged with the relevant line department officials regarding detailed aspects of the project, to obtain information or to verify proposals.

» One-on-one engagements with key City Departments and key stakeholders were undertaken by the various disciplines as and when required.

» Other institutional engagements comprised of focussed meetings with SANParks, SAHRA, and other state departments agreed in consultation with the client. The focus was on gathering information on the status quo and building consensus on required

outcomes and objectives, as well as on design fixes as a means to guide the development of draft proposals for the site.

» Asset owners and current users of the site, namely the Recreation and Parks, Property Management and Facilities Management Departments, and the Metro Police, were separately engaged in a process driven by UCI and assisted as needed by the project team. The intention was to manage expectations around future uses of the site and to align various departments' needs and intentions where these are compatible with the broader planning strategy and intent for the site as guided by the LSDF and other policy.

V.) Engagements with Community Stakeholders

The Bo-Kaap and De Waterkant communities were consulted in developing a vision for the site. Following the first stakeholder workshop held on 22 March 2023, a more intensive engagement process than initially planned for, was envisaged based on feedback that was received from community stakeholders at the workshop. It became clear at the first workshop (which was an information sharing meeting) that building trust among the affected communities required a concerted effort before any substantive design inputs will be considered to have legitimacy. The revised approach built on lessons learned during the first engagement, and unfolded as follows:

• First information sharing workshop (22 March 2023)

The first workshop was primarily an information sharing workshop with identified local stakeholders. Inputs were received on desired outcomes, including both substantive and process aspects:

- o the overwhelming need for sporting and community facilities;
- o a level of antipathy to tourism-related infrastructure
- o a lack of clarity on the mandate of stakeholder organisations' representatives » a mistrust in the intentions of the project
- o a need to better contextualise the work in light of previous engagements and plans for the quarry space.

- **One-on-one engagements, forming focus groups and confirming mandates (April 2023)**

To address some of the above process-related concerns, the month of April was used to **engage informally** and on a one-on-one basis with the identified stakeholder organisations. This was undertaken by Shawn Johnston and team.

An **information pack** was distributed covering the following main focus areas:

- Overall introduction
- Summary of previous work – e.g. Past City Spatial Planning concepts, SANParks “People Mover”, Bo-Kaap LSDF and timeline + status summary of this work
- Expectations and objectives of the current process, including a summary of this process plan

Focus Groups on the themes identified in the first workshop were established around the following themes:

- Sport
- Culture, faith and heritage
- Economic and tourism

Stakeholder **representatives** were asked, and assisted where needed, to confirm a mandate from their respective organisations to participate in the design process and in the relevant focus group(s). All workshops and meetings commenced with confirmations of mandates for those present. Those without mandates were not barred from participating, but their inputs carried less weight.

- **Focus group sessions round 1: Needs and ideas**

The differing needs and expectations of various stakeholder groupings were further unpacked through a round of focus group sessions. These were structured roughly as indicated in figure 3.4, although the final allocation of stakeholders depended on the engagements set out above.

Stakeholders listed in the database but not assigned to any of the above focus groups were allocated after initial one-on-one engagements.

FOCUS GROUPS – PRELIMINARY MEMBERSHIP

Sport	Culture, Faith and Heritage	Economic and Tourism
» SKW Rugby	» Bo-Kaap Cultural and Heritage Gateway	» BTA
» WCTA Touch	» Mosques and churches	» Green Point CID
» Young Stars RFC	» Bo-Kaap Civic and Ratepayers	» Green Point RRA
» FCBK Soccer		» Bo-Kaap Civic and Ratepayers

Figure 3.4: Focus groups – preliminary membership (Infinity Environmental, 2023).

The purpose of these sessions was to clarify the needs and expectations of stakeholders ahead of a plenary design workshop, and allow for ‘grounding’ of these expectations in relation to the site extent and constraints, through small-group interaction which allowed all representatives a greater chance to engage and be heard.

The focus groups were expected to meet in person, at a suitable venue in the Bo-Kaap, at a time to be agreed with the majority of attendees. The meetings included a site walk-around, and included interaction with a physical scale model of the quarry site and various potential uses.

Outputs of these sessions included a list of ideas and future uses for the site, per theme, and a spatial representation where applicable. These outputs will be recorded and captured.

- **Focus group sessions round 2: Proposals**

Following the focus group engagements the professional team will develop draft proposals taking stakeholder inputs into account, for presentation and feedback to each focus group.

The second round of focus group sessions will include discussion of the draft proposals, their response to needs and expectations, and the compromises or trade-offs associated with differing visions for the site.

Outputs of these sessions will include notes of responses to and feedback on the draft proposals. These outputs will be recorded and captured, and will be the basis for refinement by the professional team of project designs.

- **Plenary workshop 2**

The second plenary workshop, took place 14th June 2023, and was structured around large-format design proposals for the site, presented in poster and model form.

3.1.5 Conclusion

The stakeholder engagement process is a critical informant to the design concept of the site and determined the outcome of the urban design, planning and relevant statutory processes.

This Stakeholder Engagement Plan outlines the approach to, and provides an overview of, the process that has been followed in the design (i.e. pre-application) and the statutory phases of the project. In chapter 5, extensive detail regarding the outcomes of these numerous engagements will be provided, as part of the Stakeholder Engagement Report.

CHAPTER 4. Contextual Analysis, Opportunities and Constraints

4.1 Contextual Analysis

i.) Introduction

To comprehensively assess the development opportunities and constraints of the Strand Street Quarry site, it is crucial to examine its role within the broader context of its surroundings. This section discusses the contextual analysis that focuses on the site's larger vicinity as a strategically designated catalytic node.

The study area is carefully examined by deconstructing its various urban layers, thereby highlighting a range of opportunities and potential constraints. This layered methodology enables the identification of urban solutions, which in turn will inform more detailed proposals. By combining the contextual analysis with a thorough examination of the site itself, a foundation is established from which an urban design concept and vision can be formulated.

4.1.1 Landscape Informants

i.) Climatic Conditions

The climatic conditions prevalent in the broader surroundings of the site are visually depicted in Figure 4.1. Similar to much of Cape Town, the area encounters strong south-easterly winds during the summer, which are accompanied by hot and dry weather conditions. In contrast, the prevailing wind and rainfall direction during winter is from the north-easterly direction. It is important to note that the region experiences higher rainfall levels in winter, raising concerns about potential flooding within Cape Town. Therefore, implementing effective drainage systems is crucial to mitigate the impact of these weather conditions as much as possible.

ii.) Green Structure

Figure 4.2 illustrates the green structure within the study area, including the open space network and existing trees. Significant open spaces include the Table Mountain National Park, open areas on the foothill of Signal Hill, the Tana Baru burial ground above Strand Street Quarry, as well as various park areas such as Prestwich Memorial, Yusuf Drive Park and De Smit Street Park.

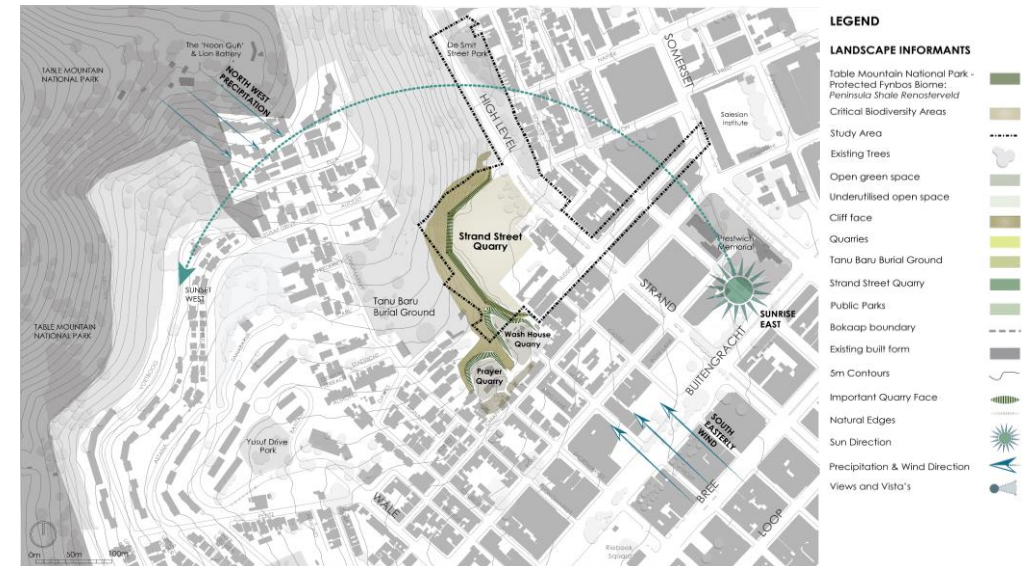


Figure 4.1: Climatic conditions (Meyer & Associates, 2023).



Figure 4.2: Green structure – Open spaces and existing trees (Meyer & Associates, 2023).

iii.) Sensitive Biodiversity Areas

Figure 4.3 illustrates the sensitivity of biodiversity within close proximity of the study area. Critically sensitive biodiverse areas are indicated on the higher ground above the Strand Street Quarry site. The protected fynbos biome area of Table Mountain National Park is additionally depicted on the upper slopes of Signal Hill, where highly endangered Peninsula Shale Renosterveld can be found. These areas need to be closely considered in order to promote the sustainable re-development of the site.



Figure 4.3: Sensitive biodiversity areas (Meyer & Associates, 2023).

iv.) Views and Vistas

Due to the unique historic significance of the quarry site, the sheer rock face is visible from certain angles within the study area. Further outward views and vistas to the south and south-east can be seen, respectfully of Table Mountain and Devils Peak.

These present unique opportunities to provide site structuring vistas to orient internal spaces and capitalise on surrounding natural beauty.



Figure 4.4: Orientation of surrounding views and vistas (Meyer & Associates, 2023).

4.



6.

Images seven and nine depict the green edge that forms the base of Signal Hill which can be viewed while walking or driving along Strand Street to High Level Road. This green edge should be maintained and celebrated upon.

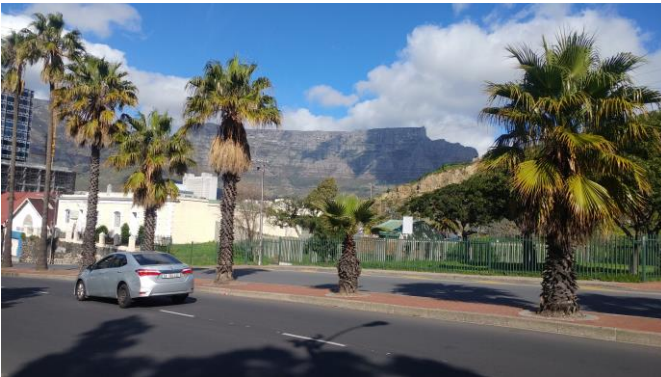


Figure 4.6: Orientation of surrounding views and vistas (Meyer & Associates, 2023).

7.



8.



9.



4.1.2 Grain of Urban Fabric

Figure 4.7 illustrates the distinct differentiation of the urban grain within the area. It highlights the prevailing typology of the finely detailed historic fabric of the Bo-Kaap within the sites immediate proximity. Reflecting the finer-grained residential fabric with Cape Georgian type street grids in the Bo-Kaap.

Notably, there is a discernible break from this finer residential grain at Rose Street, where the dominant typology transitions into larger commercial city grain, highlighted in purple. Additionally, the historic CBD fabric is identifiable in blue, bordered by Buitengracht and Strand Streets, exhibiting a Dutch-style grid layout.

Moreover, as one ascends the slopes of Bo-Kaap, the residential fabric further transforms into a dispersed residential model, which can be seen to accommodate the steep sloping topography.

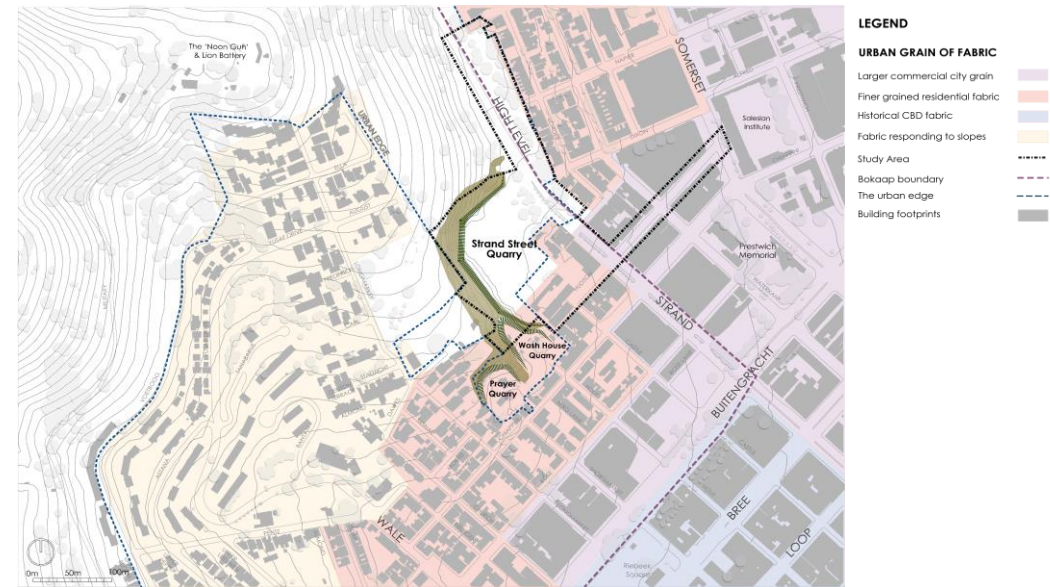


Figure 4.7: Grain of urban fabric (Meyer & Associates, 2023).

4.1.3 Movement Structure

i.) Primary, Secondary and Tertiary Roads

Figure 4.8 demonstrates how the area benefits from well-developed road infrastructure, with the primary connection of Buitengracht Street as well as secondary routes of Strand and Somerset Streets. Additionally, Wale, Loop and Bree Streets are tertiary vehicular connections.

Strand Street experiences high congestion at peak times and access to and from the site can be difficult during these times as a consequence. Moreover, it is worth noting that pedestrian infrastructure in terms of pedestrian sidewalks are severely lacking along Strand Street and thus presents a large area of opportunity. There is a need to significantly improve the pedestrian environment in the vicinity of Strand Street.

ii.) Internal Pedestrian Connections

Figure 4.9 provides a comprehensive overview of the major and minor internal pedestrian connections within the broader contextual area. Notably, Chiappini Street is highlighted as a significant link, connecting to the popular Wale Street and supporting a high level of pedestrian activity. Its appeal lies in the colourful-lined streetscapes and historic tourist attractions it offers. Another important thoroughfare is Longmarket Street, serving as a major pedestrian connection between the Bo-Kaap and the CBD. There is considerable potential for enhancing this connection up to Tana Baru and the Lion Battery and Noon Gun sites.

Additionally, Hudson Street holds immense promise for pedestrian improvement and connection, as it links the study area to Somerset Road, with further opportunities to extend the linkage to Battery Park and the V&A, via the 'Fan-Mile.' By enhancing these pedestrian connections, the area's accessibility and vibrancy can be significantly enriched, benefiting both residents and visitors alike.

Rose Street serves as a minor pedestrian connection primarily overshadowed by vehicular dominance, as most of the road reserve is occupied by parking spaces. Nonetheless, it remains an important linkage, bridging Wale Street to Prestwich Memorial.

In contrast, Shortmarket Street and Castle Street emerge as significant connections between the Bo-Kaap and the CBD area. Their strategic locations, coupled with the sloping contours, offer direct sightlines into the City, creating a visually engaging and inviting pathway for pedestrians. By recognizing and further developing these streets as essential pedestrian connections, the area's overall connectivity, permeability and pedestrian experience can be significantly enhanced.



Figure 4.8: Primary, secondary, tertiary roads (Meyer & Associates, 2023).



Figure 4.9: Internal pedestrian connections (Meyer & Associates, 2023).

iii.) Public Transport, Non-Motorised Transport (NMT) and Pedestrian Desire Lines

Figure 4.10 illustrates that the study area is well serviced by public transit, with a MyCiti route running along Strand Street and another along Somerset Road, both within walking distance of the site. Additionally, the 'Fan-Mile,' initially developed for the 2010 Soccer World Cup, further enhances pedestrian connections between the CBD and the Green Point Park & Stadium, is conveniently located nearby.

While slightly distant from the study area, Bree Street features designated bicycle lanes. There is a need for improved networks and connections of bicycle lanes to link Bree Street more effectively with the wider CBD and surrounding areas, promoting safer and more accessible cycling networks.

Figure 4.10 outlines important pedestrian linkages which tie together with the earmarked priority routes identified in the Foreshore Gateway Urban Design Framework (2021). One being the improvement of Hudson Street, which aims to improve connectivity between Strand Street Quarry and Battery Park, as well as the V&A Gateway Precinct, providing seamless access and enhancing the overall pedestrian experience within the area.

Additionally figure 4.10 illustrates areas where people traverse informally, indicating spaces without formal pedestrian infrastructure, such as sidewalks. Notably, the base of Signal Hill experiences significant informal pedestrian movement. Pedestrians can be observed cutting through the Strand Street Quarry open space, starting from one side along Strand Street and crossing over to the other side leading into the Wash House Quarry. These informal pathways demonstrate the natural desire lines taken by people to navigate through the area, highlighting the potential need for formalizing and enhancing pedestrian infrastructure to accommodate these frequently used routes more safely and efficiently.

iv.) Quarry Accessibility and Gateways

Figure 4.11 provides a comprehensive overview of the accessibility of all three Quarries, indicating their existing entrances and access points, while also highlighting areas of opportunity for potential entrances and access points that warrant further exploration.

Notably, the access into the Strand Street Quarry site is currently limited, necessitating the establishment of better access points with a particular focus on improving pedestrian movement within the area. One promising opportunity lies in exploring a potential connection from Vos Street into the Strand Street Quarry, utilizing the historic Autobody Workshop as a pathway into the site.

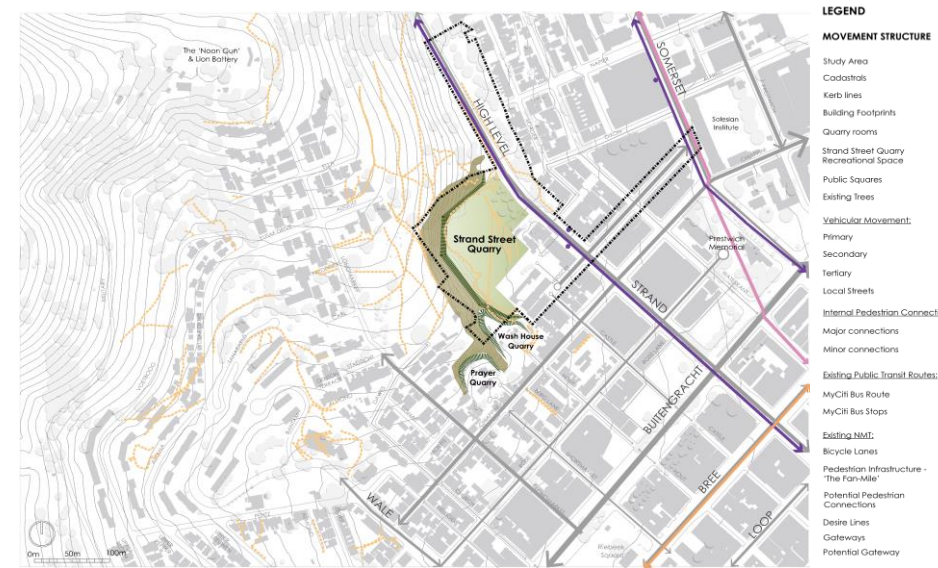


Figure 4.10: Public transport, non-motorised transport (NMT) and pedestrian desire lines (Meyer & Associates, 2023).

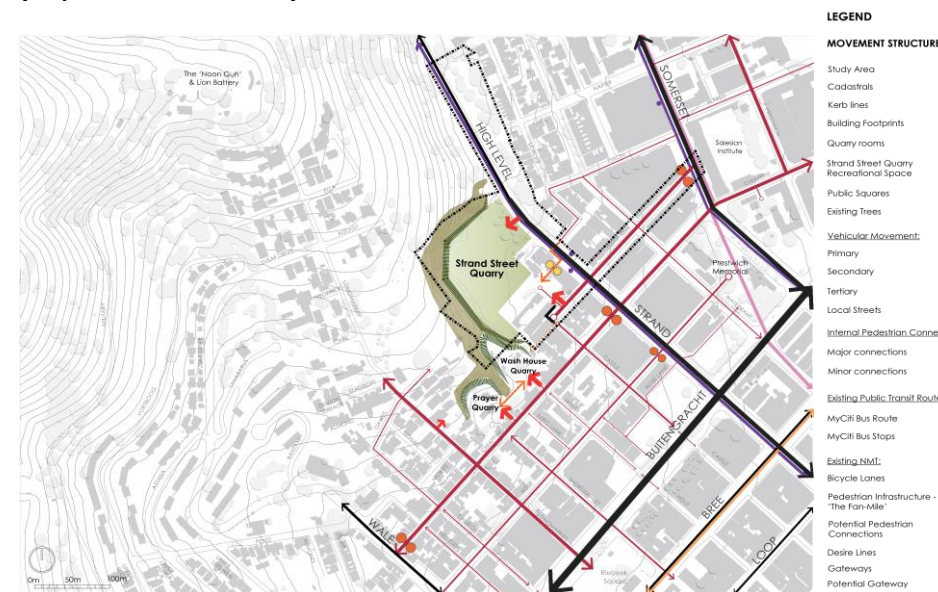


Figure 4.11: Quarry accessibility and gateways (Meyer & Associates, 2023).

The figure also showcases both the existing gateways and potential gateways, each offering unique opportunities. The primary existing gateways are situated along Chiappini Street, at the Wale Road intersection, and at the Strand Street intersection.

Furthermore, a compelling opportunity for a potential gateway lies within the Strand Street Quarry, aligning with Vos Street. Establishing this gateway would significantly enhance the site's connection and accessibility to its surrounding areas, promoting better integration and utilization of the space for both residents and visitors. By carefully considering and developing these entrance points, the overall accessibility and connectivity of the Quarries can be greatly improved, fostering a more dynamic and cohesive urban environment.

4.1.4 Cultural Informants

i.) Cultural Places and Institutions

Figure 4.12 provides an insightful overview of the cultural places and institutions of significance in the area. It includes places of worship, courtyard spaces, schools, parks, police and law enforcement offices, and community centres, each playing a vital role in shaping the cultural fabric of the region. These institutions play a critical role in fostering community cohesion, education, safety, and recreation, further enriching the social fabric of the neighbourhood.

The figure highlights the presence of numerous places of worship within the Bo-Kaap area, many of which hold immense historical value. These places of worship serve as important landmarks that reflect the rich cultural and religious heritage of the community. They contribute to the area's unique identity and sense of place, drawing visitors and residents alike to experience the historical and spiritual significance they embody.

The broader contextual area is extremely diverse with a significant cultural landscape, emphasizing its historical, spiritual, and social importance in the broader urban context.

ii.) Cultural Routes and important pedestrian linkages

In Figure 4.13, Chiappini and Wale Streets are depicted as streets of high cultural significance and importance within the area. These streets hold historical and cultural value, being integral to the identity of the neighbourhood and reflecting its unique heritage.

Furthermore, Hudson Street and Longmarket Street are identified as crucial pedestrian linkages that would greatly benefit from improvement. Hudson Street's enhancement is particularly important as it facilitates better connections between the study area and surrounding spaces and routes, such as Prestwich Memorial and Somerset Road. Additionally, Hudson Street presents a significant opportunity for improvement, promoting safer and more convenient pedestrian movement in the vicinity.

Similarly, Longmarket Street offers a promising opportunity for connection between the City, Bo-Kaap, Kramat of Tuan Guru and Tana Baru Cemetery, and the Noon Gun and Lion Battery sites. By focusing on enhancing the pedestrian experience along Longmarket Street, a seamless and enjoyable walking connection between these important landmarks can be established, fostering a sense of accessibility within the neighbourhood.

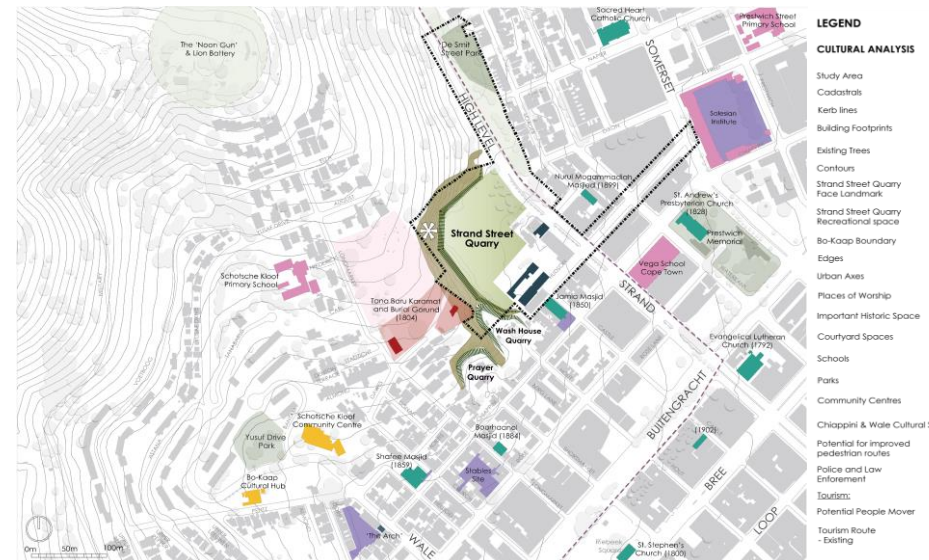


Figure 4.12: Cultural places and institutions (Meyer & Associates, 2023).

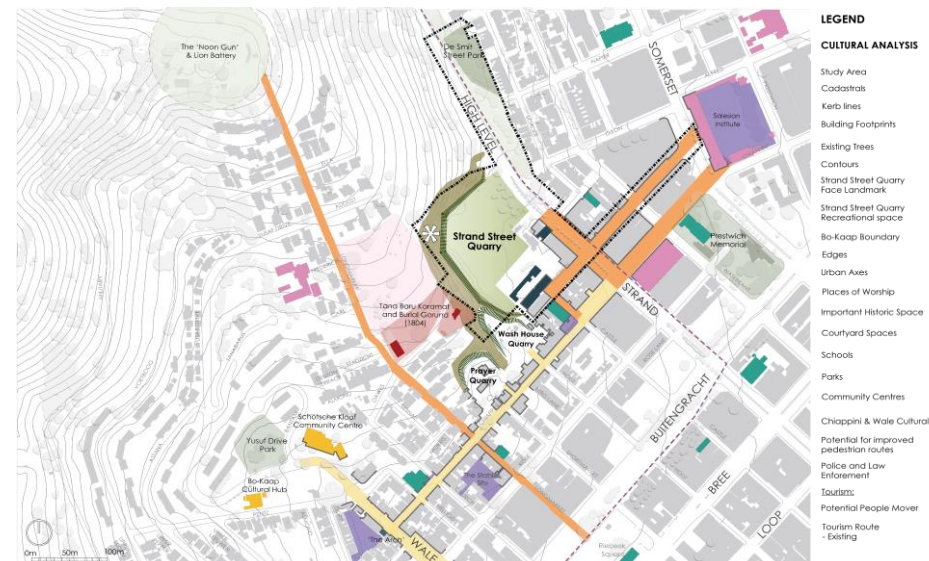


Figure 4.13: Cultural routes and important pedestrian linkages (Meyer & Associates, 2023).

Overall, Figure 4.13 underscores the importance of these streets and linkages in preserving the cultural heritage of the area and presents a valuable chance to improve pedestrian infrastructure, enhancing connectivity and enriching the overall urban experience for residents and visitors alike.

iii.) Urban Axes

Figure 4.14 visually represents the linear axes points within the contextual area, showcasing uninterrupted sight lines. The area's sloping terrain, characterized by steep contours, accentuates these axes, offering direct views into the CBD for several of them. The iconic row houses of the Bo-Kaap act as picturesque frames, enhancing the visual appeal of these sight lines and contributing to the area's unique charm. The combination of these factors underscores the importance of preserving and utilizing these axes to create a captivating urban landscape that celebrates the area's distinctive character and connectivity.

iv.) Tourism Routes

Figure 4.15 illustrates existing enhanced Tourism Routes, which were specified and developed as a result of the Bo-Kaap Tourism Development Framework, carried out by Jakupa Architects and Urban Designers in 2021. It prominently features robust linkages along Wale, Chiappini, and Longmarket Streets, signifying their vital role in the envisioned Bo-Kaap tourism experience. These routes are strategically planned to showcase the unique cultural heritage and charm of the Bo-Kaap, aiming to create compelling and enriching experiences for visitors along these key thoroughfares.

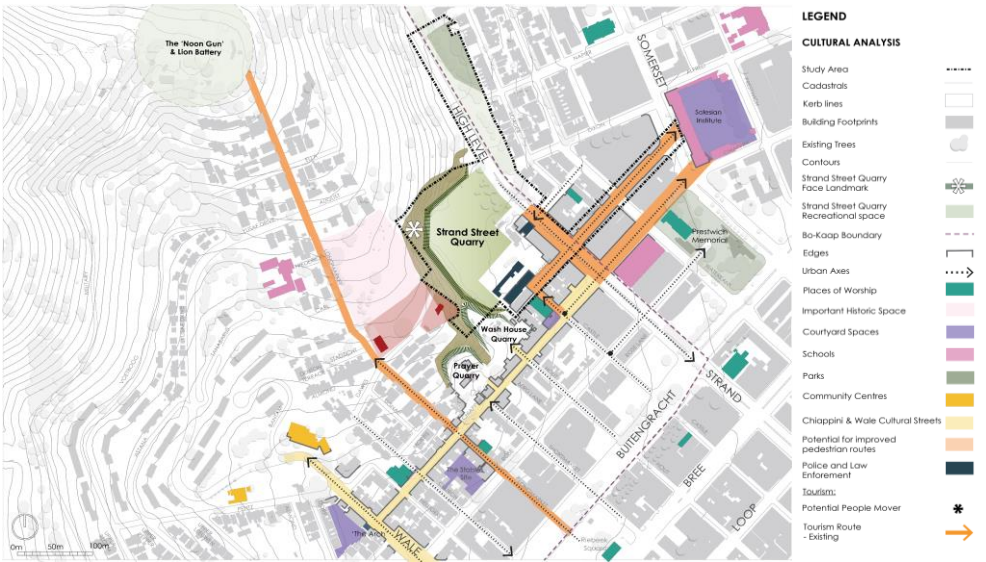


Figure 4.14: Urban Axes (Meyer & Associates, 2023).

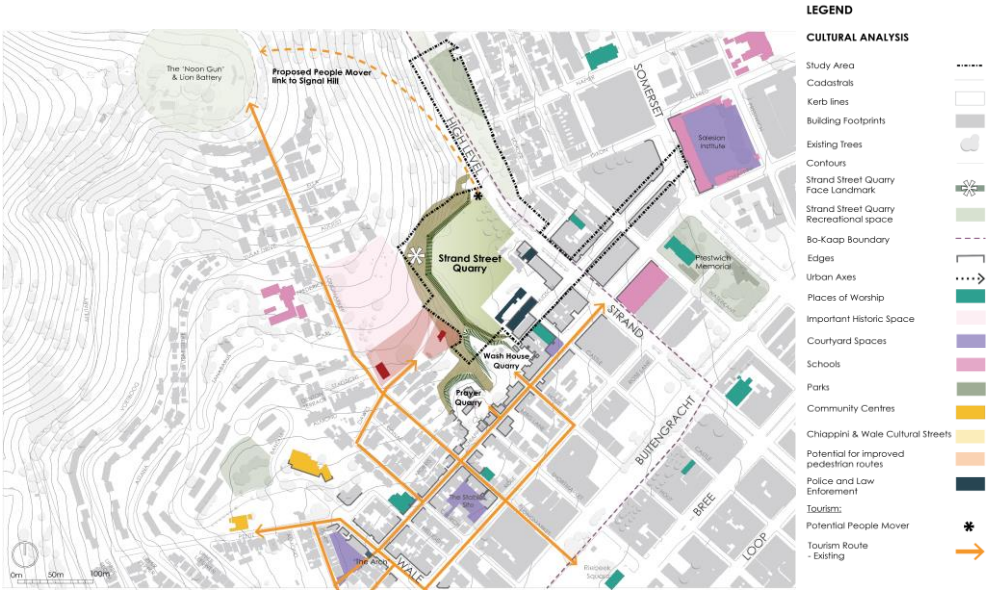


Figure 4.15: Tourism Routes (Meyer & Associates, 2023).

4.1.5 Synthesis of Contextual Opportunities and Constraints

Figure 4.16, on the following page, illustrates the overall opportunities and constraints from the composite contextual analysis. This combined illustration reveals a number of aspects which inform the local site analysis in the next section.

The composite picture reveals several opportunities that will inform further, more site-specific exploration and design:

- The area encounters strong south-easterly wind during the summer, which are accompanied by hot and dry weather conditions. In contrast, the prevailing wind and rainfall direction during winter is from the north-easterly direction. It is important to note that the region experiences higher rainfall levels in winter, raising concerns about potential flooding within Cape Town. Therefore, implementing effective drainage systems is crucial to mitigate the impact of these weather conditions as much as possible.
- Significant open spaces include the Table Mountain National Park, open areas on the foothill of Signal Hill, Tana Baru burial ground above Strand Street Quarry, as well as various park areas like Prestwich Memorial, Yusuf Drive Park and De Smit Street Park.
- Critically sensitive biodiverse areas are indicated on the higher ground above the Strand Street Quarry site. The protected fynbos biome area of Table Mountain National Park is additionally depicted on the upper slopes of Signal Hill, where highly endangered Peninsula Shale Renosterveld can be found. These areas need to be closely considered in order to promote sustainable re-development of the site.
- Congestion on Strand Street is high at peak times and access to and from the site can be difficult at these times. Moreover, pedestrian infrastructure in terms of pedestrian sidewalks are severely lacking along Strand Street and is a large area of opportunity. There is a need to significantly improve the pedestrian environment of Strand Street.
- Chiappini Street presents an opportunity for pedestrian linkage, connecting to the popular Wale Street and supporting a high level of pedestrian activity. Its appeal lies in the colourful-lined streetscapes and historic tourist attractions it offers. Another important thoroughfare is Longmarket Street, serving as a major pedestrian connection between the Bo-Kaap and the CBD. There is considerable potential for enhancing this connection up to Tana Baru and the Lion Battery and Noon Gun sites.
- Hudson Street holds immense promise for pedestrian improvement and connection, as it links the study area to Somerset Road, with further opportunities to extend the linkage to Battery Park and the V&A, via the 'Fan-Mile.' By enhancing these pedestrian connections, the area's accessibility and vibrancy can be significantly enriched, benefiting both residents and visitors alike.
- The broader contextual area is extremely diverse with a significant cultural landscape, emphasizing its historical, spiritual, and social importance in the broader urban context.
- Existing tourism routes feature robust linkages along Wale, Chiappini, and Longmarket Streets, signifying their vital role in the envisioned tourism experience. These routes are strategically planned to showcase the unique cultural heritage and charm of the Bo-Kaap, aiming to create compelling and enriching experiences for visitors along these key thoroughfares.
- Exploring the potential for a "People Mover" link to Signal Hill, via the Noon-Gun, which could elevate the Bo-Kaap community's status as an even more prominent tourist attraction, holds immense opportunity.
- Lastly, the opportunity to create strong visual and physical links to the quarry site for pedestrian movement by accentuating the public realm through thoughtful design interventions in streets, squares, and parks.

These opportunities serve as key considerations for future design efforts, ensuring the site's potential is maximized while preserving its historical and cultural significance.

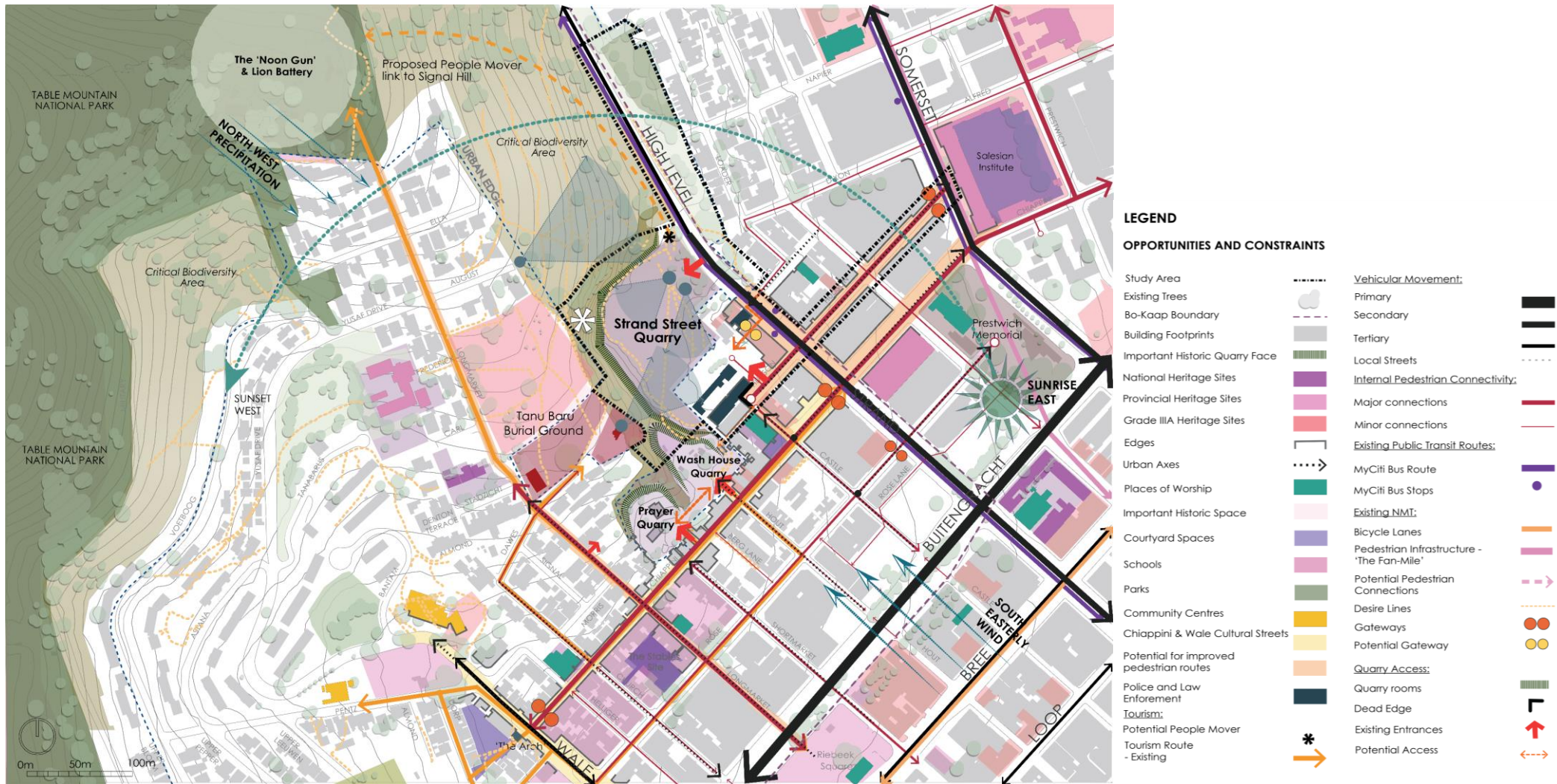


Figure 4.16: Contextual opportunities and constraints synthesis (Meyer & Associates, 2023).

4.2 Local Site Analysis

4.2.1 Site Opportunities and Constraints

i.) There-dimensional perspective of the existing site conditions

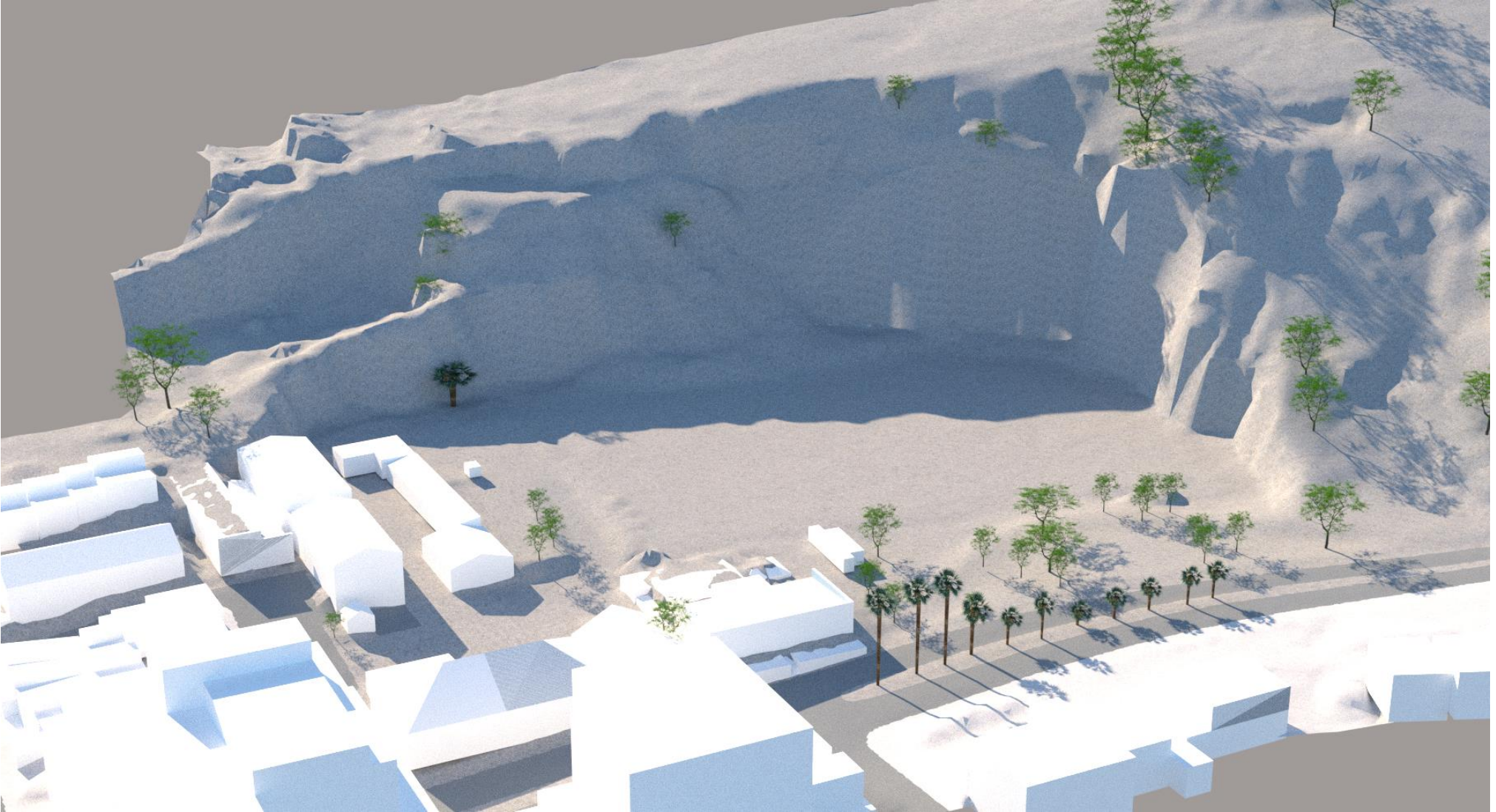


Figure 4.17: Three-dimensional perspective of the existing site conditions (Meyer & Associates, 2023).

ii.) Current depot site uses

Figure 4.18 provides an overview of the existing uses within the Strand Street Quarry site. The current functions primarily revolve around municipal activities, with several departments utilizing the space, such as metro police offices, electricity buildings, and law enforcement offices.

Notably, the buildings along the Strand Street edge hold historical significance. These comprise of two row houses, the historic shed/former AutoBody Works, and the conference hall/Stone Shed that necessitate preservation in the site's redevelopment. Additionally, the Hudson Street electrical substation and adjacent switch gear building represent fixed elements which require thoughtful consideration to be incorporated into the design concept for the site.

There are a few dilapidated structures on site, which include ablution facilities, and the historic shed. Additionally, one Metro Police building, currently used for storage, is structurally condemned, and would need to be removed.

iii.) Edge conditions

Figure 4.19 highlights the existing edge conditions within and around the site, revealing certain challenges and opportunities. Currently, the Strand Street Quarry edge is unwelcoming and unsafe for pedestrians due to its hostile nature and the busy, high-traffic road that makes crossing difficult. Improving the pedestrian environment along this northern edge presents a significant opportunity for enhancement. Additionally, Hudson Street terminates in a dead-end, formed by the walled exterior of the electrical sub-station building. Here lies an opportunity for an improved interface that would need to be further explored in the concept design phase.

Moreover, the green edge formed by the base of Signal Hill provides a captivating view while walking or driving along Strand Street to High Level Road. Preserving this vantage point is crucial, and any proposed buildings along the Strand Street edge should be thoughtfully set back to maintain this important site line and preserve the scenic view of Signal Hill. By addressing these edge conditions, the site's overall appeal and pedestrian experience can be significantly improved while preserving its unique natural features.

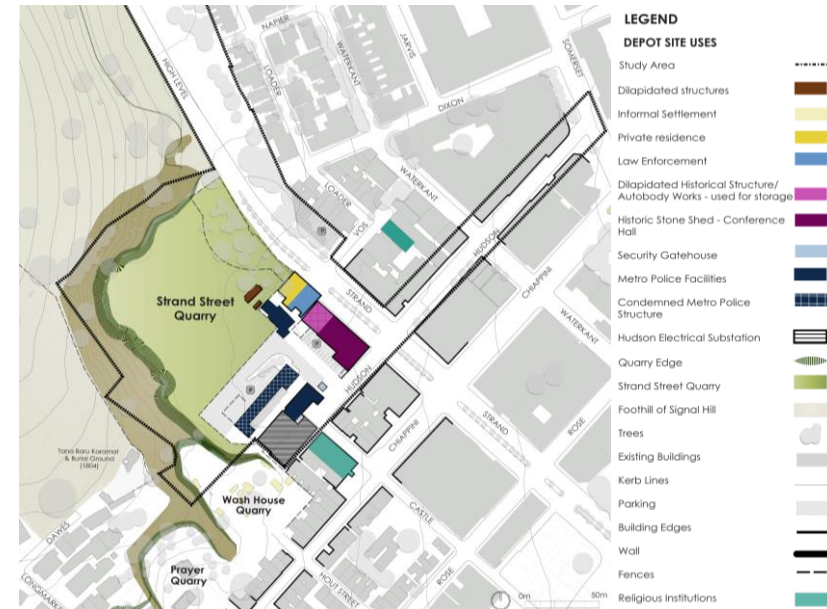


Figure 4.18: Current depot site uses (Meyer & Associates, 2023).

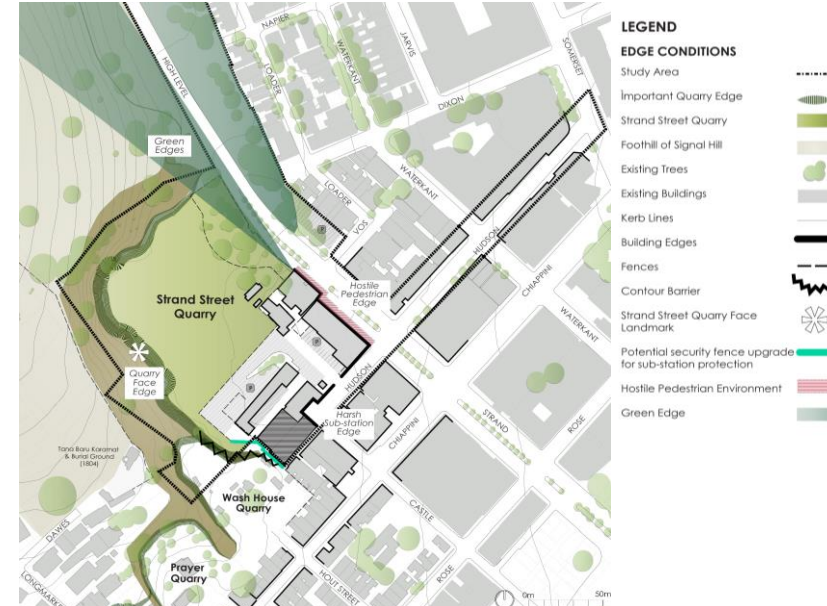


Figure 4.19: Edge conditions (Meyer & Associates, 2023).

iv.) Pedestrian access and entrances

Figure 4.20 provides a comprehensive overview of the accessibility of all three Quarries, indicating existing entrances and access points, while highlighting areas of opportunity for potential entrances and access points that warrant further exploration.

Notably, current access into the Strand Street Quarry site is limited, necessitating the establishment of better access points with a particular focus on improving pedestrian movement within the area. One promising opportunity lies in exploring a potential connection from Vos Street into the Strand Street Quarry, utilizing the historic Autobody Workshop as a potential pathway.

v.) Improved pedestrian linkages

The figure 4.21 showcases both the existing gateways and potential gateways, each offering unique opportunities. The primary existing gateways are situated along Chiappini Street, at the Wale Street intersection, and at the Strand Street intersection. Additionally, a gateway can be found on Hudson Street leading towards Somerset Road, with further connections leading into Battery Park as the V&A Waterfront Gateway.

Moreover, a compelling opportunity for a potential gateway lies within the Strand Street Quarry site, aligning with Vos Street. Establishing this gateway would significantly enhance the site's connection and accessibility to its surrounding areas, promoting better integration and utilization of the space for both residents and visitors. By carefully considering and developing these entrance points, the overall accessibility and connectivity of the Quarries can be greatly improved, fostering a more dynamic and cohesive urban environment.

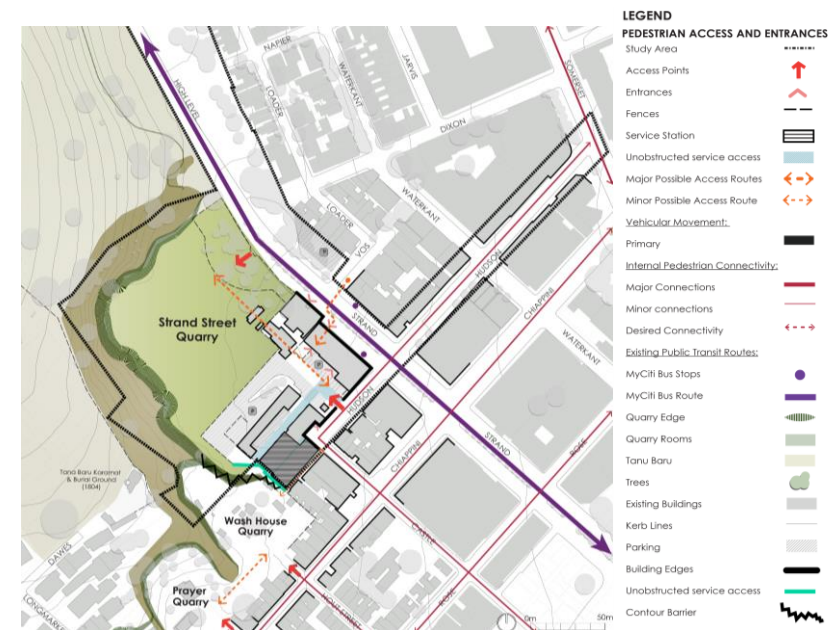


Figure 4.20: Pedestrian access and entrances (Meyer & Associates, 2023).

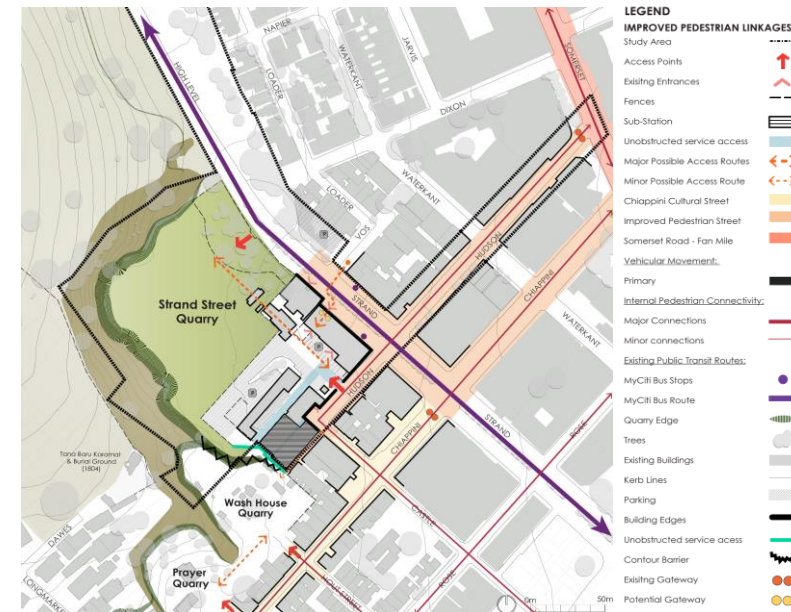


Figure 4.21: Improved pedestrian linkages (Meyer & Associates, 2023).

vi.) Geotechnical buffer zone

The uniqueness of the site, being a former working quarry, places paramount importance on ensuring the safety and security of people using the area. In light of this, thorough explorations and professional expertise will be sought to devise comprehensive safety measures. The Geotechnical Engineer advised the creation of a 6-7m buffer zone at the base of the quarry site, restricting public access to this area to prevent any potential hazards (refer to the Geotechnical Report in Chapter 2).

As the project progresses, further assessments and actions will be necessary to guarantee the highest level of safety compliance. Collaborating with experts in the field will remain a priority, and additional measures will be implemented as deemed necessary. By prioritizing safety in every aspect of the development, the transformed site will offer a secure and enjoyable space for all those who wish to utilize it, fostering a sense of trust and confidence among the community and the public at large.

vii.) Recreational space – sporting opportunity

For many years, Strand Street Quarry has served as a hub for recreational and sporting activities. Since 1952, the site has been used as a recreational area with playground equipment like swings and seating areas, making it popular for leisure activities.

However, in more recent years the Bo-Kaap neighbourhood has been severely lacking access to any nearby sports field facilities, making it challenging for schools and sporting clubs to find a suitable space for practicing and playing.

The site redevelopment presents a significant opportunity to address this gap and provide a much-needed, safe mixed-use sporting and recreational space within the Strand Street Quarry site. Such a space would not only benefit the residents of Bo-Kaap and De Waterkant neighbourhoods but also be open to the wider public.

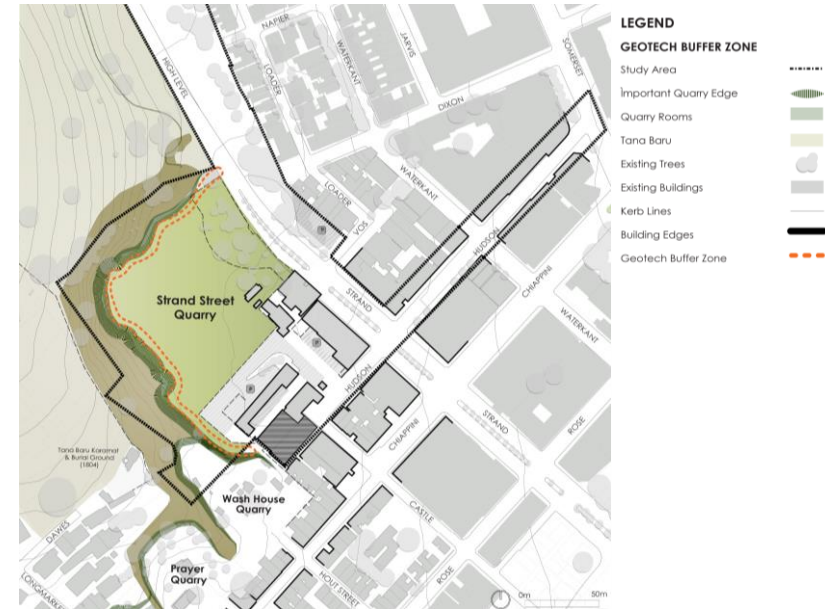


Figure 4.22: Geotech buffer zone (Meyer & Associates, 2023).



Figure 4.23: Recreational space – sporting opportunity (Meyer & Associates, 2023).

viii.)Site analysis synthesis

Figure 4.24, on the following page, illustrates the overall opportunities and constraints from the composite local site analysis. This combined illustration reveals a number of aspects which inform the site focus going into the next phase of vision and concept development. Concluding points are as follows:

- Current site functions primarily revolve around municipal activities, with several departments utilizing the space, such as metro police offices, electricity buildings, and law enforcement offices. Among the existing structures, there are some dilapidated buildings, including ablution facilities and the old historic shed, which require maintenance and renovation to be made habitable once more.
- Notably, the buildings along the Strand Street edge hold historical significance, comprising two row houses, the historic shed/AutoBody Shop, and the Old Stone building/conference hall. These buildings would necessitate preservation in the site's redevelopment.
- The Hudson Street electrical substation and adjacent switch gear represent fixed elements that need to be thoughtfully incorporated into the design concept for the site. Linked to these buildings is the service accessway needed, that must to be kept unobstructed.
- At current, the Strand Street Quarry edge is unwelcoming and unsafe for pedestrians due to its hostile nature and the busy, high-traffic road that makes crossing difficult. Improving the pedestrian environment along this northern edge presents a significant opportunity for enhancement.
- The green edge at the base of Signal Hill provides a captivating view while walking or driving along Strand Street to High Level Road. Preserving this vantage point is crucial, and any proposed buildings along the Strand Street edge should be thoughtfully set back to maintain this important site line and preserve the scenic view of Signal Hill.
- Access into the Strand Street Quarry site is currently limited, necessitating the establishment of better access points with a particular focus on improving pedestrian movement within the area.

- Primary existing gateways are situated along Chiappini Street, at the Wale Road intersection, and at the Strand Street intersection. Additionally, a gateway can be found on Hudson Street leading towards Somerset Road, with further connections leading into Battery Park as the V&A Waterfront Gateway.
- The uniqueness of the site, being a former quarry, places paramount importance on ensuring the safety and security of people using the area. The Geotechnical Engineer advised the creation of a 5-6m buffer zone at the base of the quarry site, restricting public access to this area to prevent any potential hazards (refer to the Geotechnical Report in Chapter 2). As the project progresses, further assessments and actions will be necessary to guarantee the highest level of safety compliance.
- The site presents a significant opportunity to provide a much-needed, safe mixed-use sporting and recreational space within the Strand Street Quarry site. Such a space would not only benefit the residents of Bo-Kaap and De Waterkant neighbourhoods but also be open to the wider public.

In conclusion, these key contextual and site opportunities and constraints enable a "springboard" from which an urban design concept and vision is developed.



Figure 4.24: Site opportunities and constraints synthesis (Meyer & Associates, 2023).

CHAPTER 5. Urban Design Concept Development

5.1 Stakeholder Engagement Outcomes

Chapter 3, provided the Stakeholder Engagement Plan and outlined the approach to, and overview of, the process that has been followed in the design (i.e. pre-application) and the statutory phases of the project. In this chapter, extensive detail regarding the outcomes of the numerous engagements had, will be provided. Refer to annexure 8.2 - Stakeholder Engagement Report prepared by Infinity Environmental, dated December 2023, for further detail.

An inclusive stakeholder engagement process has formed part of the site's concept development, intended to provide for meaningful participation by local and affected participants and contribute to a more robust and accepted outcome. Not only is the involvement of stakeholders in the development a mandatory requirement, but the stakeholders possess collectively a wealth of inputs, knowledge and expertise which could enrich the process and eventual outcome.

The first phase, now concluded, was a participatory, design-oriented engagement including both local and institutional stakeholders. It will be followed by a wider public participation process, transitioning into the required statutory participation processes associated with various applications for redevelopment rights.



Figure 5.1: Stakeholder Engagements to date (Infinity Environmental, 2023).

5.1.1 Workshop 1 – Introductory Workshop

The first stakeholder workshop held on 22 March 2023 was attended by 27 stakeholders. This workshop made it clear that building trust among the affected communities would require a concerted effort before any substantive design inputs will be considered to have legitimacy. It also identified the following key informants:

A. Needs and opportunities

- Urgent need for sports facilities
- Need for integration of site into broader context
- Tourism opportunities to be unlocked
- Community facilities

B. Process inputs

- Desire for co-design process with more workshops
- Timing of workshops
- Trust deficit
- Quarry site as an opportunity for restorative justice
- Bo-Kaap must be the ultimate winner

C. Information document and database

Following on this first workshop an information document was compiled and distributed, covering the following main focus areas:

- Overall introduction;
- Summary and timeline of previous work ;
- Expectations and objectives of the current process.

The stakeholder database, established at project inception, has been maintained throughout with records of all interactions with each stakeholder.



Figure 5.2: Introductory Workshop 01 (Meyer & Associates, 2023).

5.1.2 Focus Group Workshops

The differing needs and expectations of various stakeholder groupings were further unpacked through a round of focus group sessions. The purpose of these sessions was 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 interaction which will allow all representatives a greater chance to engage and be heard. The focus groups 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 the 3D model of the site and all inputs were recorded in summary form.

Focus groups were established around the following themes:

- **Economic and tourism**, with a meeting on 6 May 2023 attended by two representatives.
- **Sport**, with a meeting on 13 May 2023 attended by six representatives.
- **Culture, faith and heritage**, with a meeting on 13 May 2023 attended by five representatives and a follow-up meeting on 30 May 2023 attended by 13 representatives.

1) Economic and Tourism Focus Group Outcomes (6th May 2023)

A. Issues:

- Traffic in Bo-Kaap problematic
- No sports facilities in Bo-Kaap
- Routing of "People Mover" near Bo-Kaap (Houses + Privacy factors to consider)
- Feasibility of "People Mover" = Determine VIABILITY (important)

B. Opportunities:

- Historic buildings on site = tourist attraction
- Favoured trading spaces for local community
- Economic hub = stimulus for local community and wider Cape Town economy
- 'Micro-bites' of different tourism opportunities
- Improve walking pedestrian experience within and around Strand Street Quarry (SSQ), taking into account the wider environment -
- i.e. from Wale Street → Chiappini Street → Strand Street Quarry → V&A Battery Park

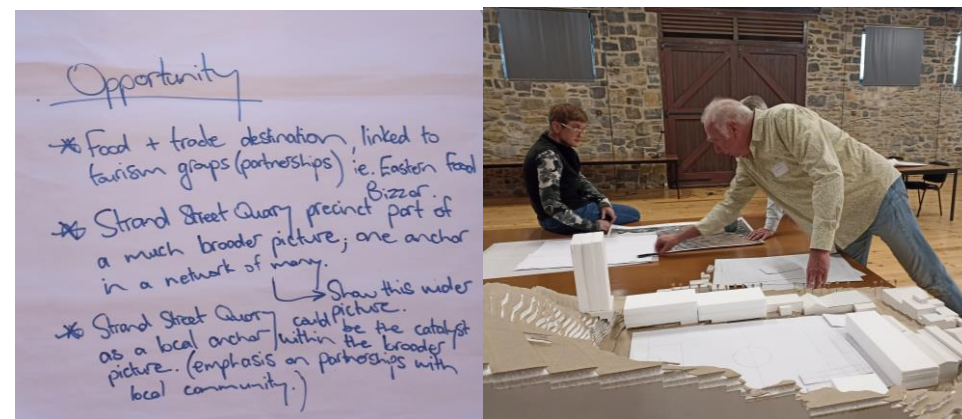
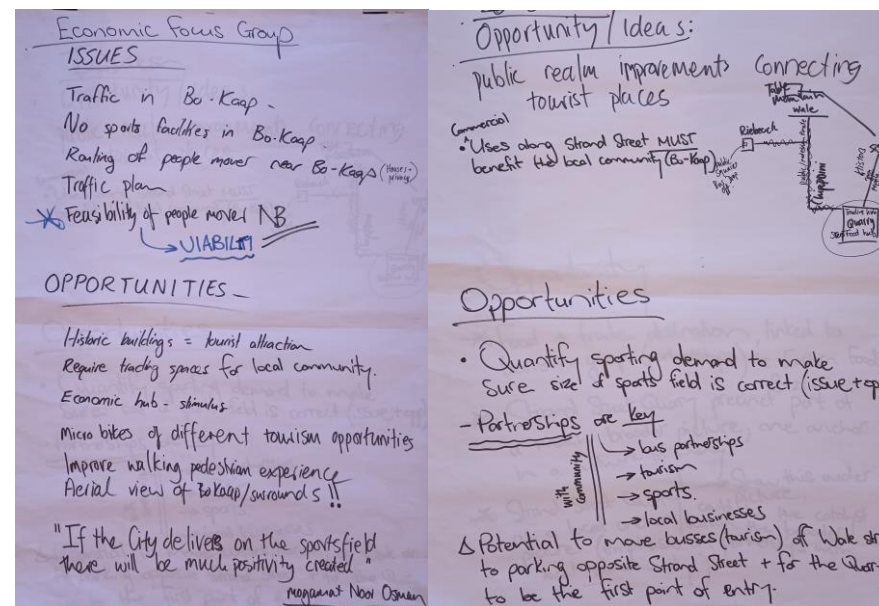


Figure 5.3: Economic and Tourism Focus Group Outcomes and Images (Meyer & Associates, 2023).

- Aerial view of Bo-Kaap/surrounds needed to visualise Strand Street Quarry within the wider broader system of Cape Town
- Public realm improvement connecting tourist places
- Commercial uses proposed along Strand Street MUST benefit the local community
- Quantify sporting demand to make sure size of sports field is correct (issue & opportunity)
- Balance between space availability versus competing interests, and taking into account of the actual number of users, the actual number of sports clubs and actual number of players/members and times wanting to use the facilities, and the number and rotation of schools participating, and type of sport accommodated. Emphasis on the actual numbers, versus theoretical or perceived numbers.
- Partnerships are KEY – [with community]:
 - Bus partnerships
 - Tourism
 - Sports
 - Local business & economy
- Potential to move buses (tourism) off Wale street to parking on Riebeeck Square and create a walking route through Bo-Kaap that leads safely to Strand Street Quarry (SSQ).
- Strand Street Quarry to be a food & trade destination, linked to tourism groups (partnerships)
- i.e. Eastern Food Bazaar; museum and heritage attractions on the site; cooking classes, restaurants, local cuisine specialities, and the whole food and cultural experience that the Bo-Kaap offers.
- Strand Street Quarry precinct part of a much broader picture, one anchor in a network of many:
 - Illustrate this wider network
 - Upgrade of the walking and pedestrian access to/from this site, including safety and security, from the immediate surround and roads/pedestrian access from the Bo-Kaap and De Waterkant.....and ultimately the connector with Battery Park and the V&A Waterfront.
- Strand Street Quarry could be a catalyst for a local anchor within the broader picture (emphasis on partnerships with local community).



Figure 5.4: Economic and Tourism Focus Group Images (Meyer & Associates, 2023).

C.) Strand Street Quarry within the wider City Bowl Environment Map

The map below was created in response to a suggestion in the economic and tourism focus group to see how the “People Mover” proposal would fit into the wider Cape Town City Bowl tourism network.



Figure 5.5: Strand Street Quarry within the wider City Bowl Environment (Meyer & Associates, 2023).

2) Sport Focus Group Outcomes (13th May 2023)

A.) Issues:

- Strand Street Quarry problematic – busy, high speeds, hostile for pedestrians, pedestrian pavement ends.
- Area/alleyway between Strand Street Quarry and Wash House Quarry problematic – unsafe (contour barrier, not a formalised access), crime.
- Parking within and around Strand Street Quarry will be an issue if site becomes an attraction hub (sport, community facilities, economic, tourism etc).
- Safety issues – new buildings not being actively used is a concern
 - Activity and frequency of proposed uses in buildings (24hr uses) – safety through design (design for 24h uses)
 - People accessing the site from the top of quarry is a safety concern

B.) Opportunities:

- Strand Street Quarry (SSQ) in wider City Bowl environment:
 - Tour busses to park at Riebeek Square favoured (to relieve congestion along Wale Street) – people would then make their way on foot to Wale Street and be led down Chiappini Street, towards the Strand Street Quarry.
 - Partnerships among local Bo-Kaap tour guides need to be enabled
- Requirement:
 - Partnership with Bo-Kaap and CoCT
 - Discussion from City's Economic department regarding model (what does 24h activity look like?)
- Potential to establish a "Steering Committee" favoured in terms of a management model for SSQ
 - Committee should be made up of people with no specific interest (no political or personal agendas)

C.) Ideas and Proposals:

- Existing building (Old Fire Station building) to form part of site and proposals
 - Venue for possible weddings/birthdays etc. (for community by community).

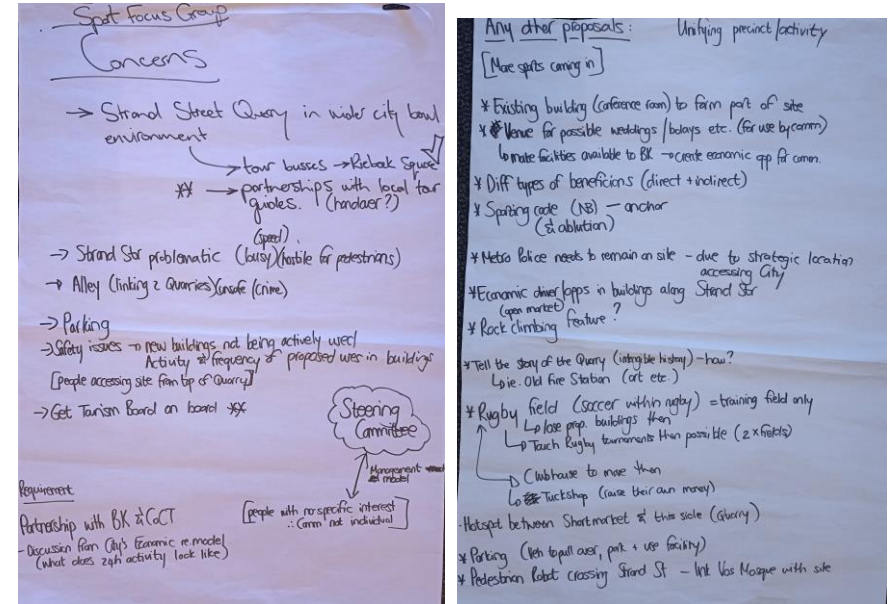


Figure 5.6: Sport focus group outcomes and model interrogation (Meyer & Associates, 2023).

- Or create facilities available to Bo-Kaap community (spaces like this needed) – create economic opportunities for community.
- Different types of benefits (direct & indirect).
- Sporting field (NB) as anchor for the Strand Street Quarry precinct
 - Need ablutions, change rooms and tuck shop space linked with sports field.
 - Rugby field is favoured due to its large size – i.e. Many other sporting codes can then make use of the space as well – two touch rugby fields; soccer; handball etc).
 - Cricket nets favoured on the rugby field perimeter
- Metro Police needs to remain on site – due to strategic location along Strand Street in terms of being able to easily and quickly access the Atlantic Seaboard, as well as Bo-Kaap, CBD and surrounding City Bowl areas
- Economic driver/opportunity in buildings proposed along Strand Street favoured
 - Linear open market trading space
 - Community facility (clubhouse)
 - Bo-Kaap history exhibition space
- Rock climbing feature? (suggestion but not favoured outrightly)
- Tell a story of the Quarry (intangible history) – how?
 - I.e. The dilapidated Auto Body Works structure can be renovated into a gateway entrance from Strand Street into the quarry that could form a Bo-Kaap history, art exhibition space.
- Rugby field (soccer within rugby) = training field only ¹
 - Some existing structures on site would need to be demolished in order to fit the length of the field in – proposed clubhouse to move then as well to potentially inside the proposed buildings along Strand Street.
 - Touch rugby tournaments then possible (2x fields)
 - Tuckshop space needed – used as a way to raise money for sporting clubs
- Hotspot between Shortmarket Street and Strand Street Quarry side



Figure 5.7: Sport focus group - site orientation and walkabout (Meyer & Associates, 2023).

¹ Rugby field dimensions – League Standard: 111-122m x 89m (excl. 1m minimum margin)
 International Standards: 144m x 69m (excl. 7m minimum margin)
 Training Pitch: 111-122m x 69m (excl. 1m minimum margin)

- Parking opportunities: Left in, left out access into proposed buildings along Strand Street – while still with improved edge conditions looking onto Quarry and Strand Street
 - Due to slope of quarry ground – potential for access into existing entrance off Hudson Street, into site, with parking 'underneath' a portion of the sports field. This could be used for Metro Police and for sports field users.
- Pedestrian robot crossing at Strand Street needed (NB) – link to Vos Mosque with Strand Street Quarry site.

3) Culture and Heritage Focus Group Outcomes (13th May 2023)

A.) Issues:

- Concept of 'parking space' along High Level road a potential concern for De Waterkant houses that look onto it
 - Solutions around existing access 'road' there, to come in statutory process.
- Crime and safety concerns over the access between Strand Street Quarry and the Wash House Quarry
 - Integrated solutions should come about and we should take into account the processes involving housing proposals for Wash House Quarry

B.) Opportunities:

- Need to bring people further into the Bo-Kaap:
 - Wale Street → Chiappini Street → Strand Street Quarry → extended tourism network (V&A Battery Park)
 - Use local Bo-Kaap tour guides (11 people) through partnerships and agreements
 - Bo-Kaap historic narrative very important
- Strand Street Quarry site important not only for tourists but to preserve the heritage for the local community and be a place they can experience and show to their children.

C.) Ideas and Proposals:

- Culture and Heritage Exhibition Space
 - Proposed historic Auto Body Works building
- Precinct should encompass Bo-Kaap past, present and future
- Linear market/trade space:
 - More informal than restaurants



Figure 5.8: Culture & Heritage Focus Group 1 images (Meyer & Associates, 2023).

- With wash basins

- Storage
- Authentic 'tourist' experience created by the local community
- Sporting codes that need accommodating:
 - Rugby training field
 - Touch rugby
 - Cricket nets
 - Netball court
 - ❖ Above sports need ablution space, change rooms, spectator viewing areas and a tuck shops space
- Small 'room' located at the base of the Strand Street Quarry face used to be used by Mosques as a prayer space:
 - Favoured proposal to incorporate this space into proposal where this space could be used during Friday prayer
 - Proposed sports field (and prayer opening in quarry face) could be used to host mass Eid gatherings which would be a significant positive outcome.
- Heritage should 'filter' in through the many facets of the Strand Street Quarry ideas/proposals:
 - Idea to include a history walk along the bottom of the face of the quarry as the façade is thought of as sacred.



Figure 5.9: Culture & Heritage Focus Group 1 – model interrogation (Meyer & Associates, 2023).

4) Additional Culture & Heritage Focus Group Outcomes (30th May 2023)

A.) Issues:

- Scepticism around whether or not anything will actually be implemented on the site because nothing has happened over the past 50 years with previous engagements. Trust still needs to be built and restored.
- Many criticisms with regards to the LSDF process in terms of lack of continued engagement with the community as to what the outcome of the process actually were → lack of trust
- Participatory governance severely lacking:
 - Disconnect between inclusive engagement, and management, operations of plans
 - Institutional structure very important for:
 - Maintenance and operations
 - Partnerships with local community crucial
- Five important principles of the Bo-Kaap:
 - Anti-gentrification
 - Culture and Heritage Sensitivity and Respect
 - Economic Partnerships
 - Affordable Housing
 - Cultural Significance
- Favoured point that alcohol and liquor licenses should not be allowed in the Strand Street Quarry site proposals.
- Local Bo-Kaap community often taken advantage of as a 'cash-cow' by outside people and then the community does not feel any positive impacts/effects.

B.) Opportunities:

- Linking of the three quarries (Planning/linkages) important. Each have their own quality. Interconnectedness of the three quarries – Strand Street, Wash house and Prayer Quarries.
- Restorative Justice and the importance to include it into the process.
- Expand tourism network further than Long Market street → Chiappini/Rose Streets → Strand Street Quarry
- Abundance of layers of history in Strand Street Quarry that needs to be portrayed
 - E.g. Tana Baru, Castle of Good Hope quarry stone, archives and oral history, significance of Prayer, and Wash House Quarries' stories should form part of the story in Strand Street Quarry.



Figure 5.10: Culture & Heritage Focus Group 2 – discussion and model interrogation (Meyer & Associates, 2023).

- Opportunity to unearth the abundance of oral history and showcase it within Strand Street Quarry re-development.
- Quarry face potential for rock climbing.
- Suggestion to re-name Hudson Street to Tana Baru Street favoured.
- The idea of history re-enactments of past [reflection] as an idea to showcase layers of history e.g. showings on Saturday mornings.
- Need to pay homage to the pre-colonial history of the Strand Street Quarry (i.e. Khoi and San people).
- Local community should be involved with coming up with ideas on how the intangible history can become tangible.
- Local partnerships in the commercial and economic aspects of the site is a must.
- Vos and Loader Streets very significant to the Bo-Kaap:
 - Connection of them across Strand Street important
- Historical and cultural aspects of all three quarries needs to come through
 - Not just shown in a single museum/exhibition type building but it needs to filter through many layers of the site.

C.) Ideas and Proposals:

- Idea of a light show to emphasize the character and importance of the Quarry rock face → opportunity for further site attraction
- Suggestion favoured to re-name Strand Street Quarry. Important for local community to be involved in this.
- Timeline walk portraying different periods of history.
- Memorialization of history and past people of the site – e.g. Freedom Park in Johannesburg as an example.
- Importance of prayer Minbar and Mehrab area.



Figure 5.11: Culture & Heritage Focus Group 2 – discussion and model interrogation.

5) Plenary Workshop Outcomes (14th June 2023)

A plenary workshop was held on 14 June 2023, with all stakeholders invited and attended by 21 attendees in addition to the project team and officials. A concept for the development of the site was presented.

A.) Outcomes:

- General consensus on / acceptance of the concept as a technical solution
 - Need for a parallel process to address governance and institutional aspects of the site development, including institutional arrangements around management, maintenance and benefits
 - The start of a social partnership
 - Institutional Structure ↔ Concept Plan [interlinked]
- Opportunity to draw pedestrians further along High Level Road (left and right side)
- Further pedestrian crossing by Vos Street [need further consultation]
- Parking for Vos Street mosque crucial
- Lighting for sports field important
- Covered grandstand seating important
- Re-enforcing the rock face is important [safety aspect]
 - Geotech specialist involvement crucial
- Booking office and operations of Sports Field crucial for local community
- Potential for archaeological finds within the Quarry site
- Stormwater strategy crucial to site especially in Winter months
- Metro-Police presence and relationship on the site needs to severely be improved
 - Not a beneficial relationship with the Metro-Police at present
- Point regarding political agreement to be taken that the site should be for the Bo-Kaap community.
- Significance of the linking relationship of all three quarries as a network (string of pearls)
 - More thought and attention should go into the design of the connections between Strand Street Quarry and the Wash House Quarry

It was concluded by attendees that the required process to determine management arrangements and beneficiation must proceed – without this there will be mistrust of the outcomes of the technical design and statutory processes.



Figure 5.12: Plenary Workshop Discussions (Meyer & Associates, 2023).

5.1.3 Model Interrogation Outcomes

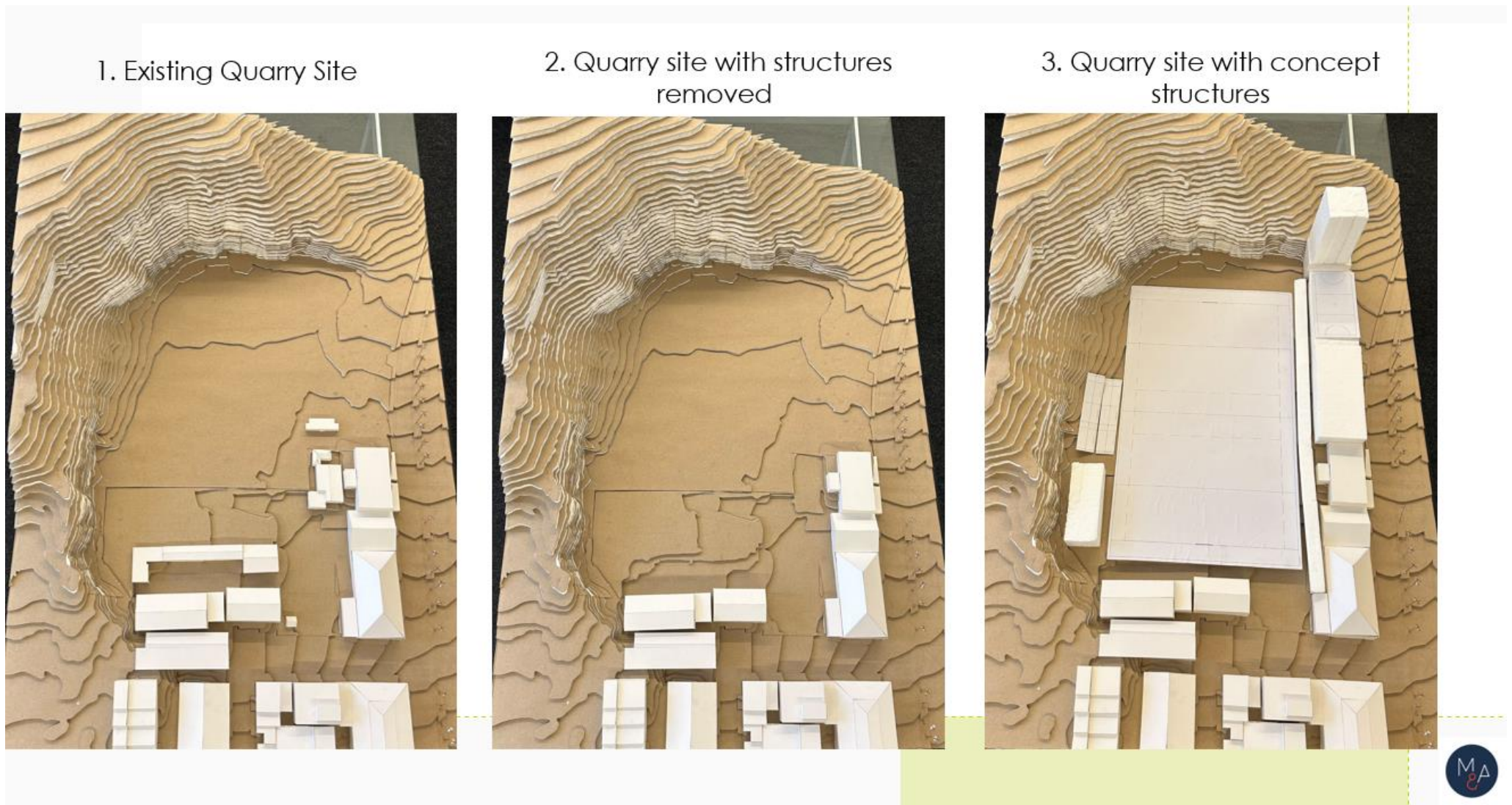


Figure 5.13: Model interrogation outcomes (Meyer & Associates, 2023).

5.1.4 Pre-Application Public Participation

Following on from these design-focused engagements with key stakeholders, a broader public participation process was facilitated in November 2023. Refer to Annexure 8.3 – Strand Street Quarry Public Participation Report which outlines the pre-application and non-statutory public participation process of a 30-day commenting period held in November 2023. The report further sets out the methods by which members of the public were notified; the comments and inputs received; and includes a database of all interested and affected parties. It will be updated as public participation continues in 2024, leading up to and following submission of statutory applications.

The process commenced in November 2023, following from a more targeted set of stakeholder engagements, and was intended to test the draft concept with interested and affected parties.

5.2 Guiding Design Principles and Performance Qualities

Through engaging with key community stakeholder groups, significant site issues and opportunities were further identified and unpacked in order to deepen the analysis and understanding of the site and surrounding communities. From this input, a set of overarching urban design principles were formulated in order to guide and inform the urban design concept of the site.

These principles form urban performance criteria against which well performing urban environments can be measured. Moreover, these principles are informed by established city-making principles that facilitate the creation of vibrant, efficient, and safe urban spaces over time. Their purpose is to contribute positively to the quality of life for all residents in the surrounding communities. Figure 1.1, is a diagram that illustrates the eight guiding design principles specific to the Strand Street Quarry site, derived from key stakeholder input. Among these principles, the most influential and overarching one is the principle of 'Restorative Justice.'

The following are the eight key guiding design principles and their associated performance qualities that have been identified:

i.) Restorative Justice:

To unlock and showcase the important historic Bo-Kaap narrative through oral, written, and silenced history of the site. A space that promotes community healing.

ii.) Sense of Place, Memory and Healing:

Enhancing the spatial identity of the site through the important narrative of the site's history in the Bo-Kaap, allowing the community to unpack the complex layers of the Strand Street Quarries' past, in order to secure the future of the site within the Bo-Kaap community.

iii.) Pedestrian Accessibility:

Where a person on foot is given preference above vehicular traffic. A pedestrian oriented environment improves the urban experience for residents and visitors alike. Currently the Strand Street edge is a hostile pedestrian edge that ends without notice. Access along Hudson Street into the quarry site is also problematic. Such improvements will create a more attractive, inclusive and inviting site.



Figure 5.14: Overarching Urban Design Principles (Meyer & Associates, 2023).

iv.) Public Safety:

Public safety is compromised by the lack of pedestrian activity, the unfriendly interface of buildings to the street, ill-considered design and poor lighting of the public realm. Interventions to improve public safety should be a big priority.

v.) Inclusion and Connectivity:

Putting the focus on integrating and connecting the site and Bo-Kaap area, to adjacent De Waterkant, City Centre neighbourhoods as well as to the Lion's Rump, rather than separating, by providing an improved, and seamless urban experience.

vi.) Enhanced Community Infrastructure:

There are very few public parks and accessible community sporting facilities in the area. The site should therefore promote equitable access to various types of community infrastructure where it can be flexible to meet the needs to a variety of people's needs.

vii.) Adaptability:

A good space is an adaptable one, where many different uses can take place and various needs can be met with least difficulty, time and cost. By creating multifunctional spaces within the site, the site's flexibility is enhanced which gives people greater choice and forms the life-blood of a community and city.

viii.) Permeability:

The capacity of people to move freely through a space should be promoted strongly and barriers and blockages should be kept to a minimum.

CHAPTER 6. Urban Design Framework

Introduction

The comprehensive analysis of the Strand Street Quarry site has played a crucial role in shaping the foundation of the urban design concept for the site. Just like the intricate layers of its historical significance, the urban design concept is multifaceted, catering to the diverse future needs and users of the site.

This section of the report focuses on the urban design proposals. Firstly, the contextual framework will position the site within the surrounding neighbourhood, allowing the strategies for the site to be informed by the broader context. The proposed urban design concept will then be elaborated upon, with different layers of consideration, culminating in the presentation of the draft overall urban design vision for the site.

The extensive analysis and engagement with stakeholders have influenced every aspect of the framework, exploring specific needs and opportunities. It was clear from the stakeholder engagement workshops that there were competing needs that had to all be accommodated within the Strand Street Quarry site. It was therefore proposed to dissect each component, in order to understand its particular requirements and then overlay the different requirements from different interest groups. This was done to establish a joint, shared vision for the site, which could serve all the different interest groups.

The overall framework is dissected into numerous layers to identify and specify these needs and opportunities from each interest group. These layers are as follows:

- Sport Concept Overlay
- Economic and Tourism Concept Overlay
- Culture and Heritage Concept Overlay
- City of Cape Town Utilities and Safety Overlay
- Public Realm Improvement Concept Overlay

6.1 Contextual Framework

6.1.1 Wider positioning of the “People Mover” proposal within the City Bowl of Cape Town.

Figure 6.1 provides an overview of the “People Mover” Proposal on the Strand Street Quarry site, within the wider City Bowl of Cape Town environment.

A circular tourism route is envisioned, where tour buses visiting the Bo-Kaap will be able to park and drop off people at Riebeeck Square. From there, they can walk up Wale Street into Bo-Kaap to their destinations. Afterward, they will be able to walk along Chiappini Street to the Strand Street Quarry site, allowing people to be taken further into the Bo-Kaap neighbourhood, making it safer for residents and pedestrians alike.

Tourists will then be able to take part and experience the multi-user, community-oriented nature of the site. People can then take the “People Mover” Cable-Car up to Signal Hill via the Noon Gun/Lion Battery. From there, they can get onto the Red Bus to either go to the Table Mountain Cableway or return to their bus at Riebeeck Square.

Figure 6.1 also illustrates the future development parcels that formed part of the Foreshore Gateway Vision Framework Plan in 2021. These developments would have an enormous impact on the Foreshore and CBD areas, bringing in a further influx of people to live in these areas. This greatly emphasizes the need for community-oriented, outdoor facilities and spaces where the Strand Street site would be in high demand.

This circular route would be key to relieving vehicle congestion currently experienced both at Signal Hill and on Wale Street, where residents become extremely frustrated with ongoing tour bus congestion issues.

Moreover, people will be able to walk from the Strand Street Quarry site to Battery Park, the gateway of the V&A Waterfront precinct, via the pedestrianised Hudson Street and Fan-Mile. This increased pedestrianization in the Bo-Kaap and neighbouring areas will greatly improve the safety and vibrancy that are needed.



Figure 6.1: Wider Tourism Network with the envisioned "People Mover" Cableway (Meyer & Associates, 2023).

6.1.2 Strand Street Quarry Contextual Framework

Figure 6.2 provides an overview of the contextual framework, positioning the Strand Street Quarry site within its surrounding neighbourhood and allowing it to respond to and be informed by the broader context.

The contextual framework highlights the existing routes with high pedestrian traffic along Wale Street and Bree Street. Notably, Wale Street serves as a tourism hub for the Bo-Kaap area. However, pedestrian activity currently ends at Longmarket Street and does not extend further along Rose or Chiappini Streets into the heart of the Bo-Kaap.

To address this, the proposal suggests extending the pedestrian network along Chiappini Street to Hudson Street, connecting to the Strand Street Quarry site. This network would then continue along Hudson Street to Somerset Road, where the well-utilized pedestrian route known as the 'Fan-Mile' exists. These pedestrian priority routes aim to create safer walking paths within the broader contextual framework. This connection aims to enhance pedestrian movement from Wale Street to the Strand Street Quarry site and enable safe walking routes extending to the V&A Waterfront.

Figure 6.2 also illustrates the relationship between the three quarries: the Prayer Quarry, the Wash House Quarry, and the Strand Street Quarry. The primary entrances to the Prayer and Wash House Quarries are located on Chiappini Street, while the main entrance to the Strand Street Quarry is on Hudson Road. Potential internal connections between the quarries are also depicted and can be further explored.

Furthermore, Figure 6.2 showcases the proposed linkage of the "People Mover" cable-car system, and the potential it presents to connect the Strand Street Quarry site with the Noon-Gun or Lion Battery, and extending further to Signal Hill. This would be a huge attraction for both local visitors and tourists and would greatly increase the economic opportunities of the site.



6.2 The Urban Design Vision for Strand Street Quarry - A Multi-User Precinct

The preceding overlays culminate in the Draft Overall Urban Design Concept Plan for the Strand Street Quarry Re-Development Vision, illustrated in figure 6.3. It illustrates the vision and captures the key intervention's that will make it a reality.

While the numerous interventions that been detailed within the various concept overlays of this concept plan, key aspects of it will be highlighted as follows:

- New indicative building footprints are proposed along the currently undefined street edge of Strand Street. These buildings are proposed to have a range of different uses, from economic trading opportunities within the Bo-Kaap Food and Spice Market; to accommodating sporting needs with the Sports Clubhouse and Booking Office, grand-stand spectator seating overlooking the synthetic Astro sports pitch with the unique Quarry rock face background framing a significant viewpoint. Another important aspect proposed along this street edge is the "People Mover" cable-car station, which would transform the site into a major destination space, offering people multi-functional experience of trading, markets, museum and exhibitions of Bo-Kaap intangible history, walking tours, observing and/or being a part of community sporting practices, and so much more.
- The main entrance into the site is proposed through the creation of a forecourt or entrance plaza off Hudson Street. This entrance offers an significant vantage point to view the quarry rock face in all its grandeur and frame the site in an important way. Other public realm improvements to the site include the surface treatment of Hudson Street, over the busy road of Strand Street to signify the change in prioritisation of pedestrian safety and movement over that of vehicles. Additional traffic calming measures including pedestrian crossings are proposed to further enhance pedestrian safety.
- An integral part of the Strand Street Quarry Concept Vision is the key role it will play in being a sporting hotspot for many of the Bo-Kaap community and others alike. From sporting practices on the proposed Astro pitch for rugby, soccer, hockey, athletics, touch rugby, handball and many school sports practices. To netball games on the proposed rooftop netball court, and cricket bowling and batting practices in the nets at the base of the rock face. In the true sense of the concept, the concept has carefully been envisioned as a 24-hour precinct with overhead lighting in order to cater for night practices.

- As could be seen from the City of Cape Town Utilities and Safety concept overlay, their needs have been accommodated as well, with the existing Metro-Police office building to remain, with potential internal and minor exterior renovations envisioned. The existing electrical sub-station and switchgear will stay as is and not be affected by any future site developments.
- With all of the above proposed activities, vehicular transport and movement has additionally been accommodated for. With parking provision provided for the Metro Police within a portion of the basement of the sporting pitch. Additional parking provision will be accommodated in the half basement of the new building along the edge of Strand Street, as well as landscaped parking rooms to be developed adjacent to the site across Strand Street on the currently vacant portion of land. This parking provision will accommodate for the much-needed tour bus parking, as well as public parking. This parking will be shared to accommodate other activities such as Friday Mosque services at the Nurul Mogammadiyah Mosque on Vos Street, where parking is currently constrained.

In conclusion, the Strand Street Quarry Development Concept aims to offer a crucial vision and framework. It demonstrates how the diverse intricacies and stakeholders' requirements can harmoniously intertwine to create a cohesive and multifunctional precinct. This precinct has the potential to become a prominent destination within the broader Bo-Kaap and City Bowl area of Cape Town, catering to a wide range of needs and attracting visitors from far and wide.

Strand Street Quarry Re-Development Vision

Draft Urban Design Concept Plan



DRAFT OVERALL CONCEPT PLAN

Legend

- Building footprints
- Strand Street Quarry Rock Face
- Contours (1m)
- Kerblines
- Surface treatment
- Existing trees
- New trees
- New planter-box trees
- Site entranceways

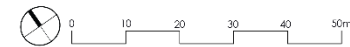
Sport Interventions:

- Multi-purpose rugby sized synthetic astro sporting pitch** that accommodates a wide variety of sporting codes, including: touch rugby; soccer; rugby; handball; athletics; and school sport practices
- Sport Clubhouse & Booking Office** located in the upper floor of the new building along Strand Street including: ablutions, change rooms and tuck-shop space.
- Rooftop Netball Court.**
- Cricket Practice Nets.**
- Covered Grand-Stand Spectator Area** (above the linear market).

Lighting provision for sporting practices at night.

Economic & Tourism Interventions:

- People-Mover Cable Car Station.**
- People-Mover Ticket Office & Waiting Space** located on the second floor of the new building along Strand Street.
- Linear market & trade space.**
- Parking provision** within an envisioned stone-like 'plinth' of the two new buildings along Strand Street. This parking provision is approximately 47 bays.
- Bo-Kaap Food & Spice Market**
- Tour-bus drop & go lay-by** along Strand Street.
- Bus and vehicle parking area** opposite the quarry on the other side of Strand Street. Estimated parking provision: approx. 8 bus embayments; and 61 vehicle bays.
- New restaurant space.**
- New Facilities Management Office.**
- New pedestrian oriented surface treatment.**



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Culture & Heritage Interventions:

- Linear market & trade space** (ground floor below the spectator grand-stands).
- Bo-Kaap Community Museum & Exhibition Space.**
- Bo-Kaap Food & Spice Market.**
- Function and venue space.**
- Community Prayer Minbar area.**
- Bo-Kaap tour guide destinations.**
- New restaurant space.**
- Pedestrian linkage** between the Strand Street Quarry and the Wash House Quarry.
- New pedestrian oriented surface treatment.**
- Potential re-naming of "Strand Street Quarry" and "Hudson Street."**
- Historical timeline walk.**

CCT Utilities & Safety Interventions:

- New Metro-Police and Law Enforcement 'back of house' operations building.**
- New vehicle access and gatehouse.**
- Meeting, conference and function venue.**
- Existing Metro-Police office building.**
- Outdoor gym area.**
- Metro-Police Parade Ground.**
- Metro-Police Parking** provided for:
Outside parking: 16 bays
Basement parking under a portion of the sports field:
49 bays
Total: 64 bays
- Existing electrical substation, and switchgear.**

Public Realm Interventions:

- New 'plaza square' entrance** off Hudson Street to form a gateway into the site.
- New pedestrian oriented surface treatment** along Hudson Street. Including the **new pedestrian crossing over Vos and Strand Streets.**
- New pedestrian walkway along the external site edge.**
- New tree boulevards along Strand Street and to frame the entrance plaza.**
- New planter-box trees along new sidewalk** along Hudson Street due to underground cable constraints.
- New planter-box trees along the vehicle access-way** leading to the new Metro-Police building, to frame the base of sports field.
- New tree planting and landscaping** in the parking area across Strand Street to form 'landscaped rooms'.
- Potential extended road median and median break** within Strand Street, with new tree planting.
- New planting on the first-storey roof top** to create an attractive outdoor space for people to experience.

Figure 6.3: Strand Street Quarry Draft Urban Design Concept (Meyer & Associates, 2023).

6.3 Draft Urban Design Concept Layers Unpacked

After conducting extensive stakeholder engagements, it became clear that the Strand Street Quarry site must accommodate numerous competing interests. However, due to space limitations, many of these needs can only be met through shared and multi-functional solutions. As a result, there is an overlap of the following concept overlays. Nevertheless, this flexibility and emphasis on multi-use spaces have a positive impact on the site's design, enhancing its liveability, efficiency, and safety. The draft urban design concept overlays are outlined below:

6.3.1 Sport Concept Overlay

The comprehensive analysis of the Strand Street Quarry site has played a crucial role in shaping the foundation of the urban design concept. Just like the intricate layers of its historical significance, the urban design concept is multifaceted, catering to the diverse future needs and users of the site. Figure 6.4, on the next page, illustrates one of the multi-faceted layers showcasing the Sport Overlay Concept Plan.

The following proposed interventions for the Sport Concept are as follows:

1. The provision of a multi-purpose practice field size² rugby field with a synthetic Astro that accommodates a wide variety of sporting codes including: touch rugby, soccer, rugby, handball. Athletics, hockey and school sports practices.
2. Sport Clubhouse & Booking Office located in the upper floor of one of the new buildings along Strand Street that includes: ablutions, change rooms and tuck-shop space.
3. Rooftop Netball Court on the roof of the second floor of one of the new buildings along Strand Street.
4. Cricket practice nets alongside the sports pitch at the base of the quarry face.
5. A covered spectator seating area overlooking the sports field, on the floor above the linear market, as part of the new buildings along Strand Street.
 - o Lighting provision for sporting practices at night.

² Rugby field dimensions – League Standard: 111-122m x 89m (excl. 1m minimum margin)
International Standards: 144m x 69m (excl. 7m minimum margin)
Training Pitch: 111-122m x 69m (excl. 1m minimum margin)



Figure 6.4: Sport Concept Overlay (Meyer & Associates, 2023).

6.3.2 Economic and Tourism Concept Overlay

During the engagements with local community stakeholder groups, a notable and significant point that emerged was the economic opportunity and potential of the site. In response to this, the following concept overlay has been developed, incorporating various elements to create a comprehensive strategy for enhancing the economic and tourism aspects of the site.

Figure 6.5, on the next page, showcases the Economic and Tourism Concept Overlay, which outlines a range of interventions aimed at realizing this concept.

The proposed interventions are as follows:

6. "People Mover" Cable Car Station at the beginning of the quarry face along Strand Street. This is important as a tourism anchor, and generator of tourism activity in the precinct. Without it, it is not possible for this site to establish itself as a main tourism/community hub for the area, since it will draw tourists and visitors here, which in turn will support local, small-scale entrepreneurs and stall owners from the local community.
7. "People Mover" Ticket Office & Waiting Space adjacent to the Cable Car Station, on the second floor in one of the new buildings along Strand Street.
8. Linear market & trading space running along the length of the sports field, drawing people towards the "People Mover" Cable Car Station and other commercial activities along Strand Street.
9. Parking provision within an envisioned stone-like 'plinth' in a half basement two new buildings along Strand Street. This parking provision is approximately 47 bays.
10. Bo-Kaap Food & Spice Market to showcasing local Cape Malay specialties, cooking classes, and whole food experiences. Located on the second floor adjacent to the "People Mover" Ticket Office and Waiting Space.
11. Tour-bus drop & go lay-by along Strand Street for tour busses travelling from the CBD area.
12. Bus and vehicle parking area opposite the quarry on the other side of Strand Street. Estimated parking provision: approx. 8 bus embayment's; and 61 vehicle bays.
13. New restaurant space located within the other existing row house along Strand Street.
14. New Facilities Management Office located within one of the existing row houses along Strand Street.
15. New pedestrian-oriented surface treatment along Hudson Street, and a portion of Castle Street including pedestrian crossings, and traffic calming measures, across the busy Strand Street.



Figure 6.5: Economic and Tourism Concept Overlay (Meyer & Associates, 2023).

6.3.3 Culture and Heritage Concept Overlay

The Strand Street Quarry site encompasses many complex layers of history and is a sacred place for many of the local Bo-Kaap community. In response to the many cultural and heritage intricacies of the site, the following concept overlay has been developed, incorporating various elements to create a comprehensive strategy for enhancing and celebrating these specific aspects of the site.

Figure 6.6, on the next page, showcases the Culture and Heritage Concept Overlay, which outlines a range of interventions aimed at realizing this concept.

The proposed interventions are as follows:

16. Linear market and trade space along the length of the rugby field, drawing people towards the “People Mover” Cable Car Station and other commercial activities.
17. Bo-Kaap Community Museum and Exhibition Space in historic Old Fire Station Building.
18. Bo-Kaap Food & Spice Market located on the second floor in one of the new buildings along Strand Street.
19. Function and venue space shared between local Bo-Kaap community and the Metro-Police.
20. Community Prayer Minbar area at the base of the quarry face (existing structure in rock face) within the historic Minbar built many years ago. The rugby field provides a functional space for the community to host mass cultural gatherings like Eid celebrations, linked with the Minbar.
21. Strand Street Quarry site should be linked with Bo-Kaap tour guide destinations building on from the existing local Bo-Kaap tour guide economy. [Partnership with Bo-Kaap Tourism Association]. Specific tour guide stopping points within Quarry should be created and celebrated, potentially through various methods of landscape architecture and memorialisation to unearth the abundance of important intangible history of the site.
22. New restaurant space located within the other existing row house along Strand Street.
23. Pedestrian linkage between the Strand Street Quarry and the adjacent neighbouring Wash House Quarry.
24. New pedestrian-oriented surface treatment along Hudson Street, and a portion of Castle Street including pedestrian crossings, and traffic calming measures, across the busy Strand Street.
25. Suggestion to re-name “Strand Street Quarry” site and “Hudson Street” to give the area more meaning to the local community.
26. Historical timeline walks along the base of the quarry rock face paying homage to the site’s many layers of history.

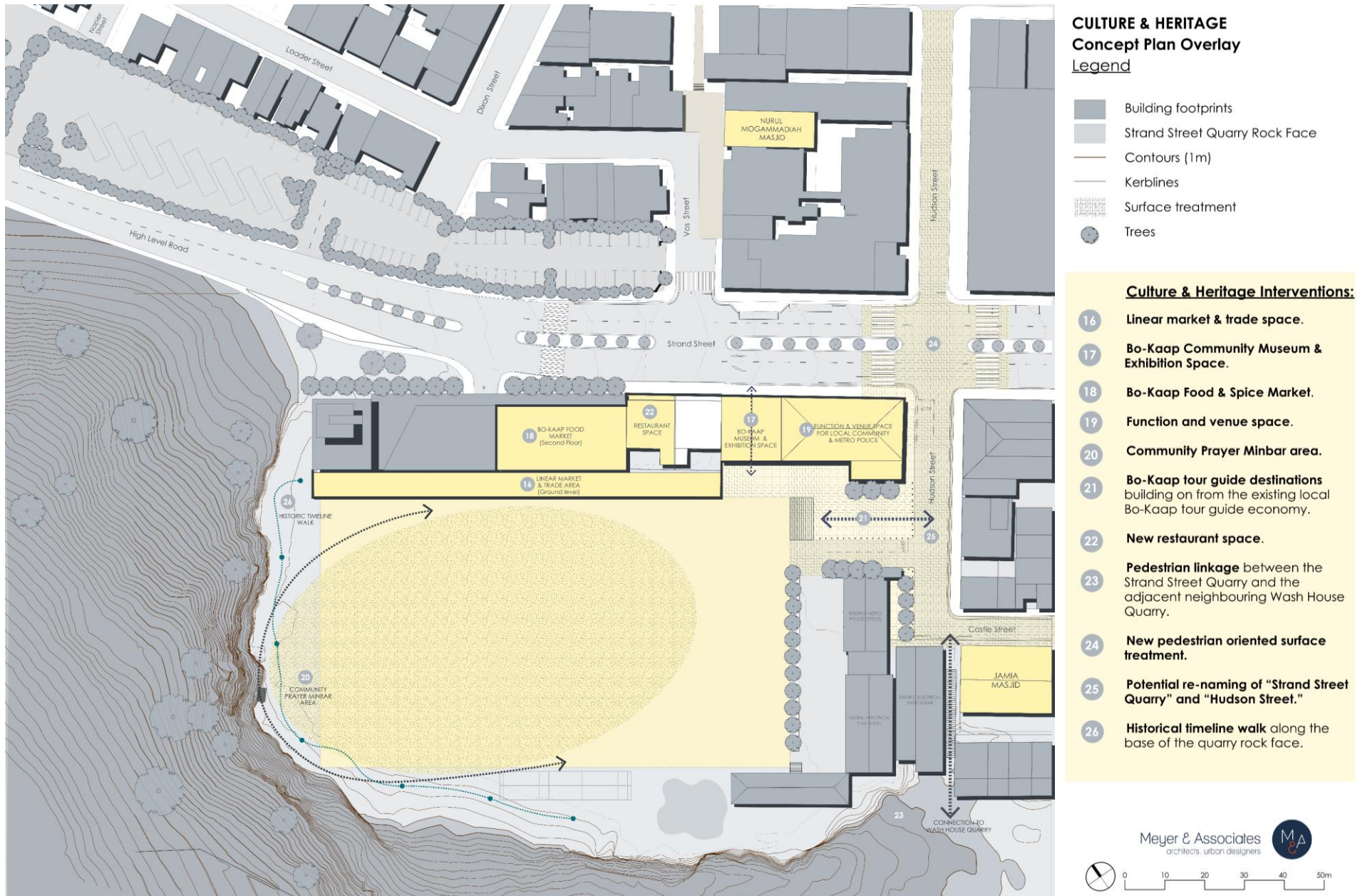


Figure 6.6: Culture and Heritage Concept Overlay (Meyer & Associates, 2023).

6.3.4 City of Cape Town Utilities and Safety Concept Overlay

Figure 6.7, on the next page showcases the City of Cape Town Utilities and Safety Concept Overlay, which outlines a range of interventions aimed at realizing this concept.

The proposed interventions are as follows:

27. New Metro-Police and Law Enforcement 'back of house' operations building (approx 480m²) taking into consideration their various long-term needs and space requirements.
28. New vehicle access and gatehouse.
29. Meeting, conference and function venue in the existing historic Stone Building, to be shared with the local community.
30. Existing Metro-Police office building to be used for more 'front of house' operations. This can have more of a public interface to engage with citizens.
31. Outdoor gym area provided next to the new Metro Police & Law Enforcement building, along the bottom of the quarry face.
32. Metro-Police Parade Ground requirement (to accommodate approx.100 people) is provided for on the new sports field.
33. Metro-Police Parking provided for:
 - o Outside parking: 16 bays ;
 - o Basement parking under a portion of the sports field: 49 bays
 - o Total: 65 bays
34. Existing electrical substation, switchgear to stay in existing positions and operations.

Additionally, further detail regarding access arrangements for Safety and Security was provided in the numerous engagements had with Safety and Security that addressed concerns. These layers of access were unpacked and are shown on page 124 in figures 6.8, 6.9, and 6.10.

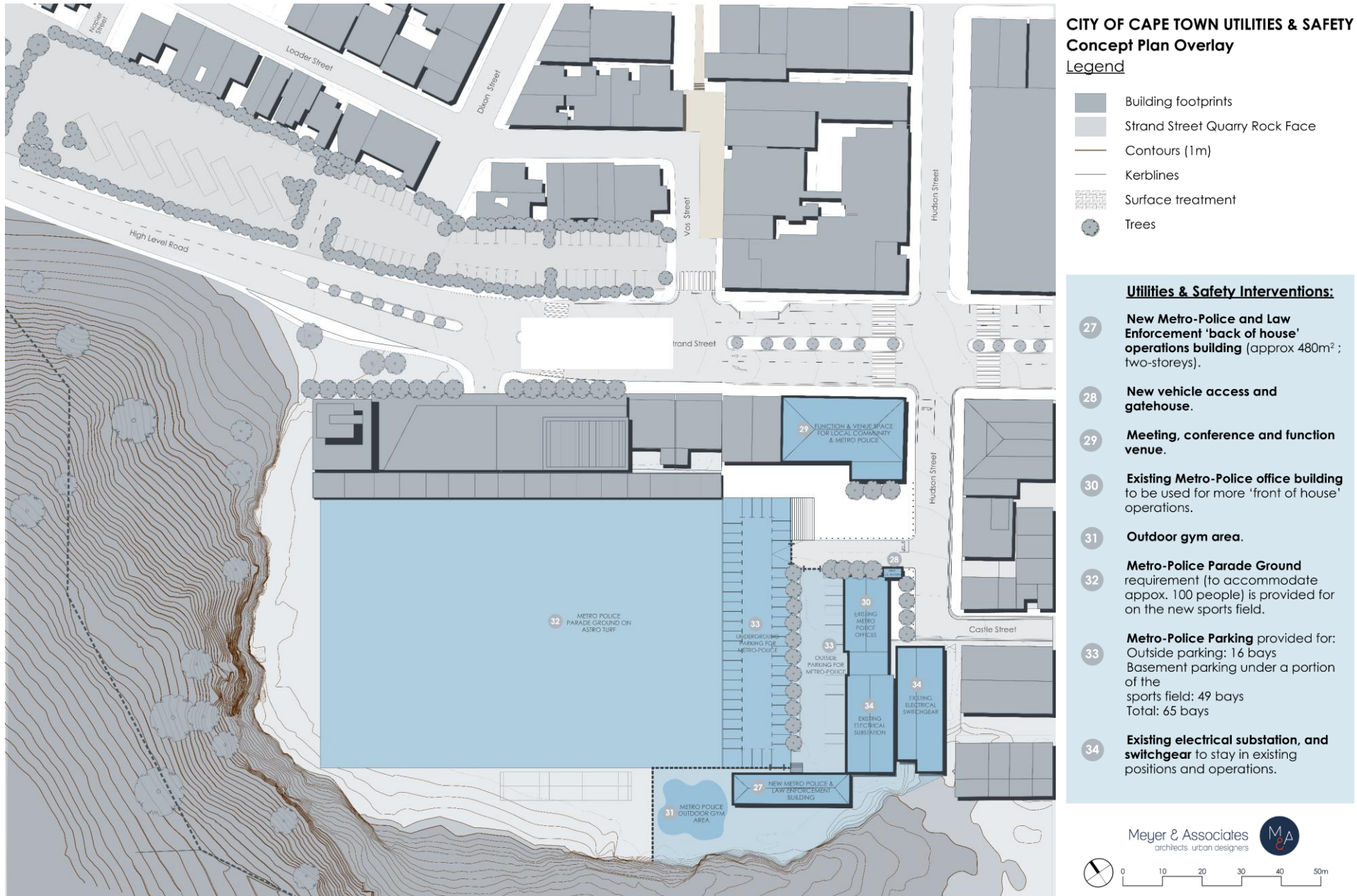


Figure 6.7: City of Cape Town Utilities and Safety Concept Overlay (Meyer & Associates, 2023).

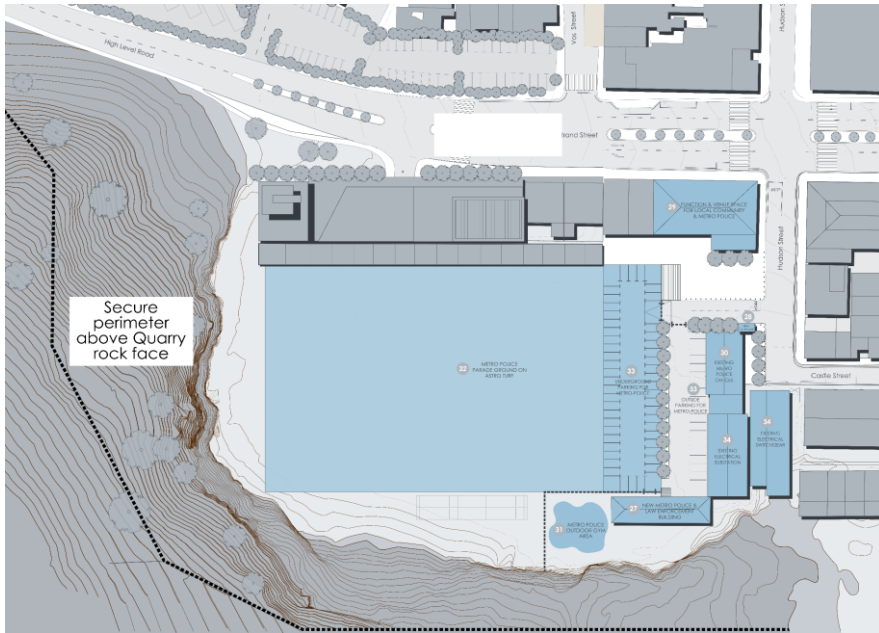


Figure 6.8: Safety and Security - Layers of Access: Quarry Rock Face (Meyer & Associates, 2023).

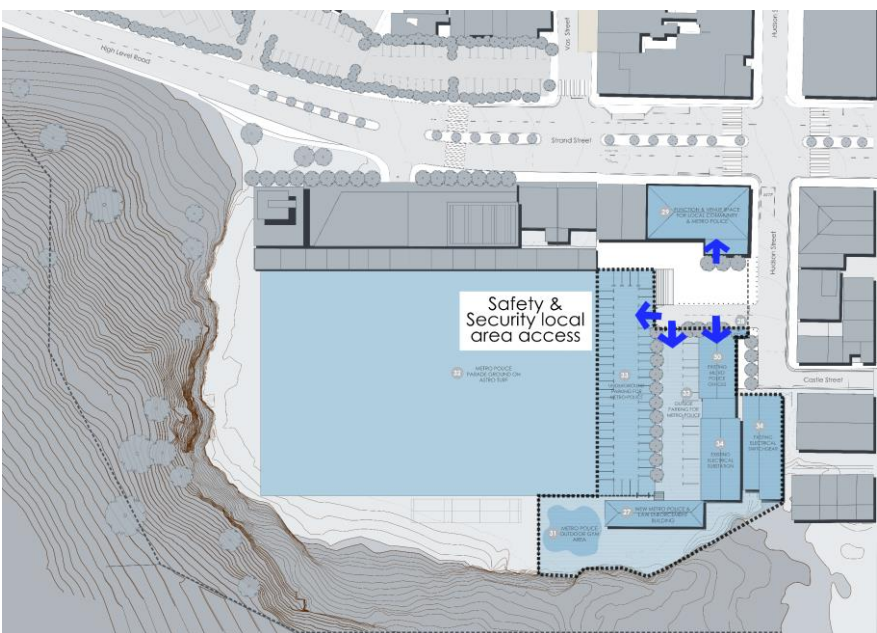


Figure 6.10: Safety and Security - Layers of Access: Metro-Police Local Area Access (Meyer & Associates, 2023).

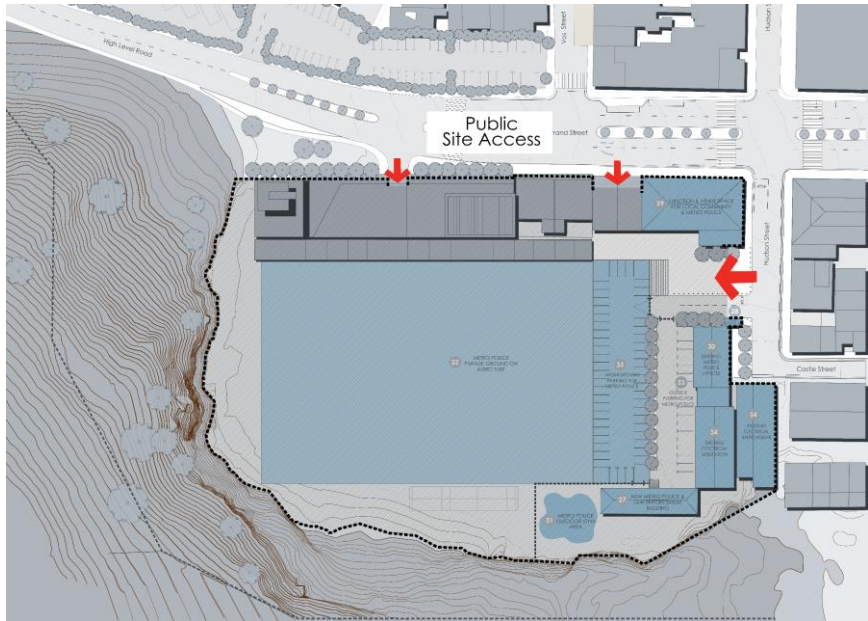


Figure 6.9: Safety and Security - Layers of Access: Public Site Access (Meyer & Associates, 2023).

6.3.5 Public Realm Improvements Concept Overlay

Figure 6.11, on the next page, illustrates the Public Realm Improvements Concept Overlay, which outlines a range of interventions to better the overall liveability of the site.

The proposed interventions for this are as follows:

35. The creation of a 'plaza square' forecourt off Hudson Street to form a gateway into the site.
36. New pedestrian-oriented surface treatment along Hudson Street, including pedestrian crossings, potential signalised intersection, and other traffic calming measures, across the busy Strand Street. Also including new pedestrian crossing over Vos Street.
37. The conversion of existing 'stoeps' of the existing row houses within the site, along Strand Street, into a new pedestrian walkway along the external site edge.
38. New tree boulevards along Strand Street and to frame the entrance plaza at Hudson Street.
39. New planter-box trees along new sidewalk along Hudson Street due to underground cable constraints.
40. New planter-box trees along the vehicle access-way leading to the new Metro-Police building, to frame the base of sports field.
41. New tree planting in the parking area across Strand Street to form 'landscaped rooms' to transform the spaces to be more than just parking areas.
42. Potential extended road median and median break within Strand Street, with new tree planting.
43. New planting on the first-storey rooftop to create an attractive outdoor space for people to experience while waiting for the "People Mover" Cableway.



Figure 6.11: Public Realm Improvements Concept Overlay (Meyer & Associates, 2023).

6.3.6 Proposed Access Arrangements and Vehicular Circulation

There are four broadly defined user groups that will seek to gain access to the Strand Street Quarry site, i.e. (i) the Metro Traffic Police, (ii) staff linked to the new facilities on site, (iii) the public using buses; and (iv) the public using sedan vehicles.

It has been accepted in discussions with Metro Traffic Police that they will continue to be accommodated on the site, with its capacity in terms of parking supply substantially increased. They will gain access to the site exclusively via the current access on Hudson Street, refer to green line in figure 6.12.

The existing access on Strand Street is to be formalised to become the exclusive point of vehicular access to the site, to be used primarily of staff and active users of the new facilities to be provided on site, including the proposed new buildings on Strand Street. Access to the public is likely to be limited due to the restricted number of parking bays that can be accommodated on site.

Given the limited capacity for on-site parking, public parking needs to be accommodated off site. The open space between Strand Street and the Loader Street residential area is wide enough to provide modular parking facilities, on the east side for sedan vehicles and on the west side for buses. It will form an extension of the existing small parking area off Vos Street. A dedicated space for minibux taxis also needs to be accommodated.

Access to these facilities will take place at three locations (refer to blue and orange lines in figure 6.12 alongside), i.e. (i) access to the existing facility on Vos Street, to be used by sedan vehicles only; (ii) an access on Strand Street at a point $\pm 50\text{m}$ to the west of the existing Quarry access, for sedan vehicles entering from the west and for buses exiting, and (iii) an additional access on Strand Street, $\pm 80\text{m}$ further to the north, to be used exclusively by right turning buses.

The above access arrangements will result in distinct circulation patterns for the user groups, as illustrated in the figure 6.12. The accesses, all T-junctions, have different restrictions on the range of movements that can be undertaken. The existing upgraded access should accommodate all movements, with a break in the median to be provided. The median should be extended westward beyond the central access, to allow only left in; left out movements at this point. The western access should only allow for buses to turn right into the access (no exit at this point).

A bus embayment is provided on the south side of Strand Street to allow passengers to disembark. The bus then proceeds to the western access point into the bus facility, where they wait for returning passengers before exiting at the central access. Buses

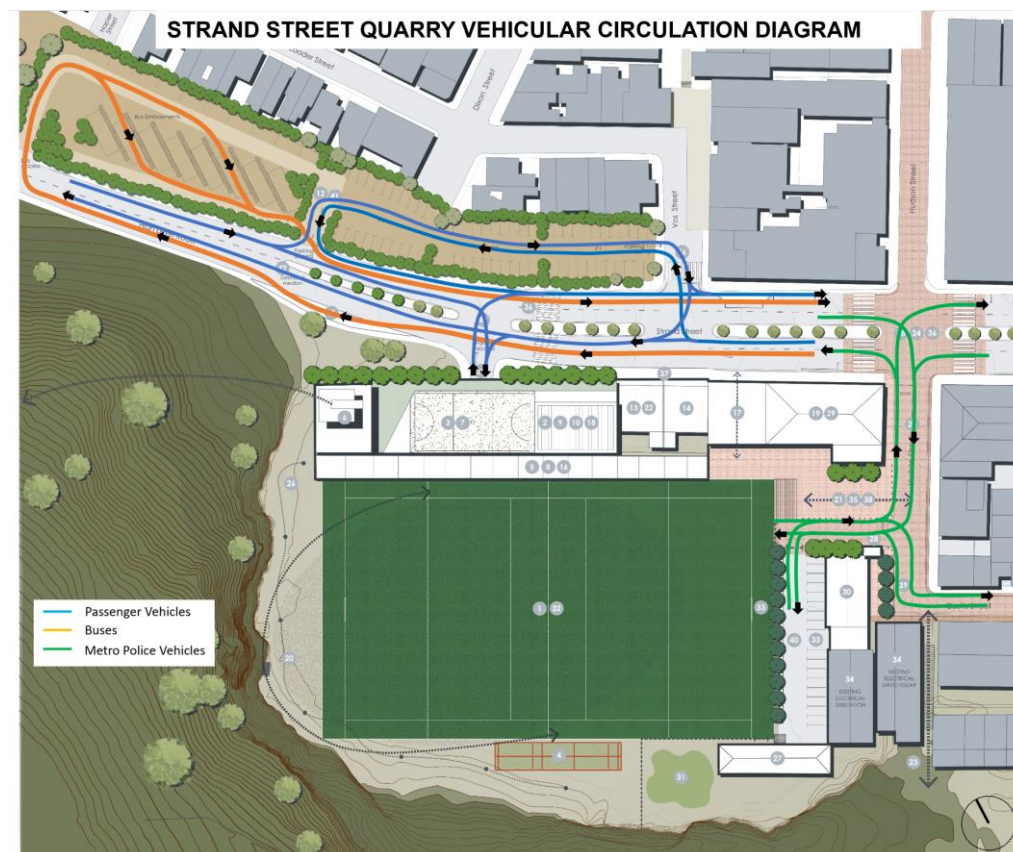


Figure 6.12: Vehicular movements for Quarry users (HHO,2023).

are therefore assumed to be routed from the CBD and back again, not needing to proceed towards Sea Point. There should be no need to turn right into Strand Street.

The principles informing the access and circulation proposals are (i) to provide simple and robust arrangements which result in clear circulation patterns; (ii) to expand the existing pattern of intersection and access spacings westward which effectively extends the footprint of the CBD; and (iii) to not unduly impact on existing traffic operations but accepting that the pure mobility function of Strand Street along this section is to be scaled down.

6.3.7 Three-Dimensional Perspectives of the Strand Street Quarry Re-Development Vision

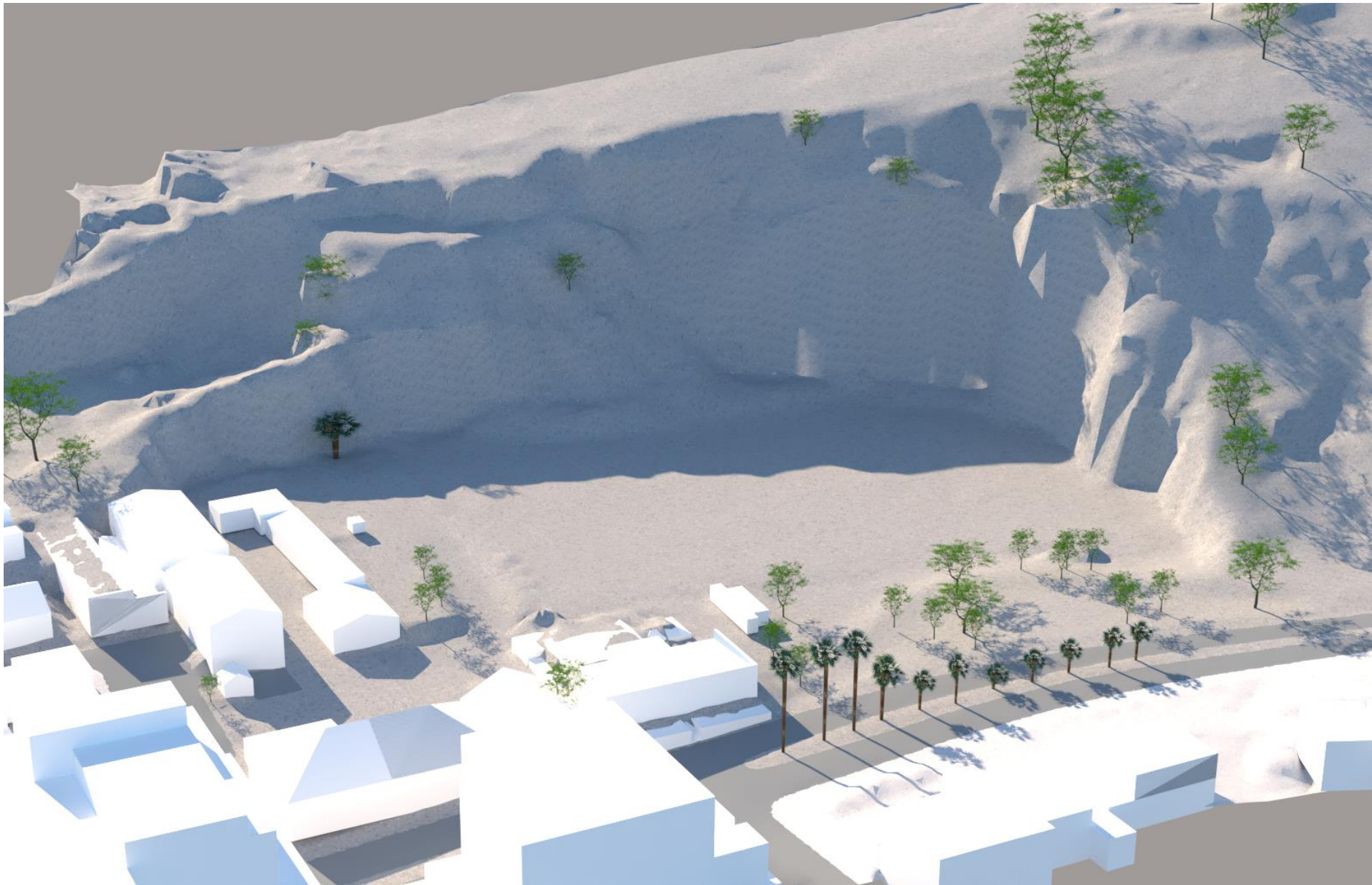


Figure 6.13: 3D Perspective showing the existing Strand Street Quarry site (Meyer & Associates, 2023).



Figure 6.14: 3D Perspective showing the Strand Street Quarry Draft Vision Concept (Meyer & Associates, 2023).



Figure 6.15: 3D Perspective showing the Strand Street Quarry Draft Vision Concept (Meyer & Associates, 2023).

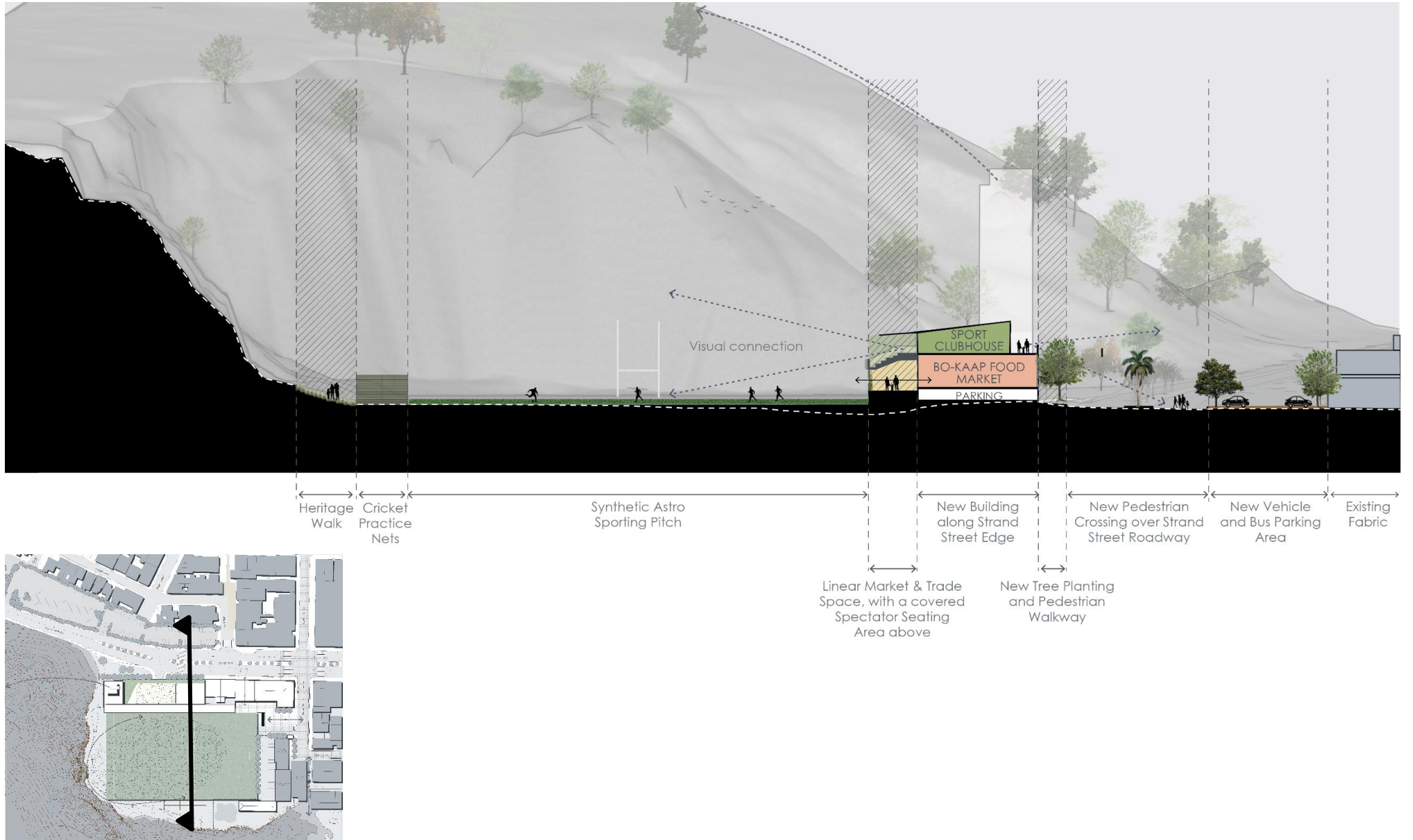


Figure 6.16: Urban Design Concept - Section A (Meyer & Associates, 2023).

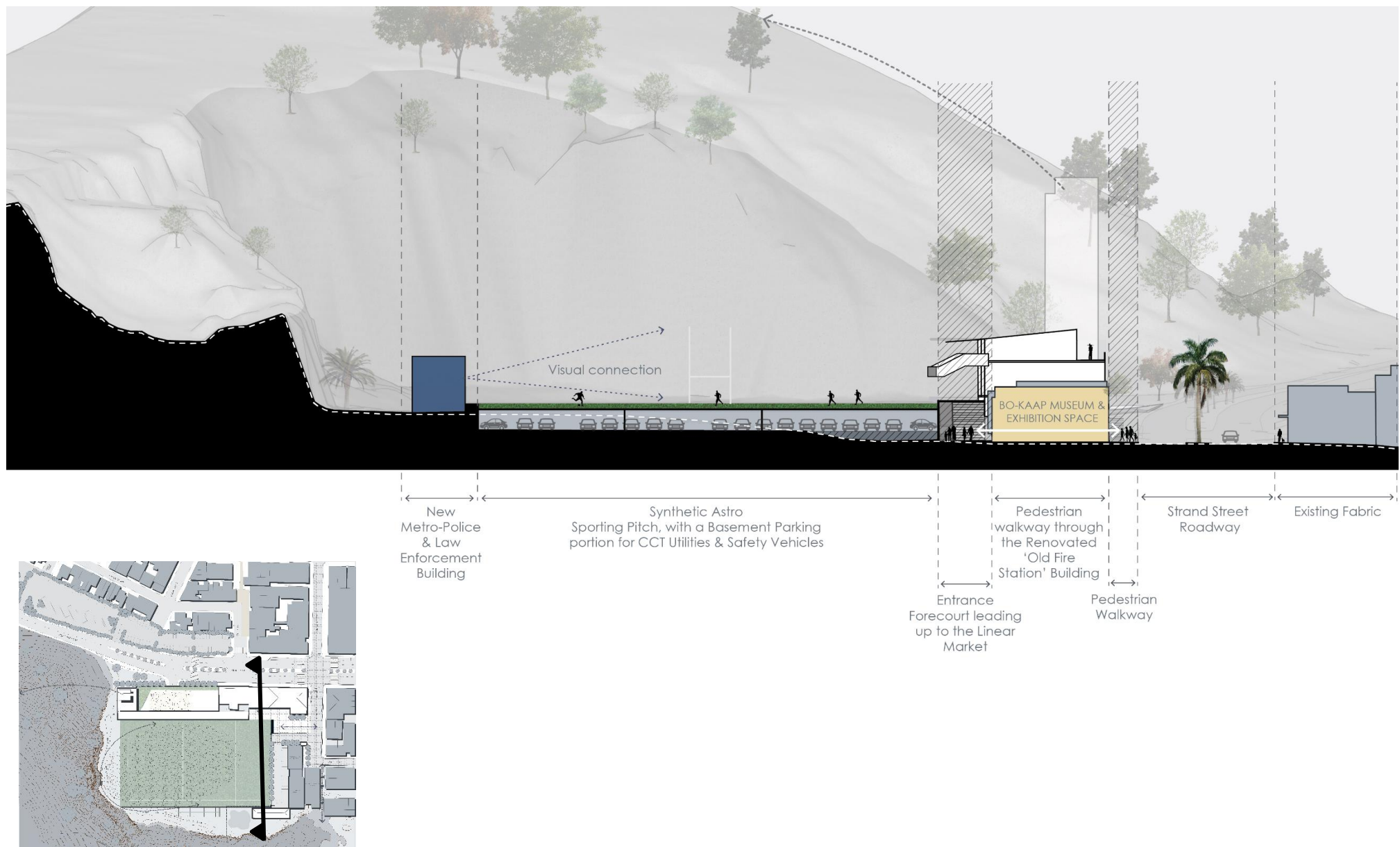


Figure 6.17: Urban Design Concept - Section B (Meyer & Associates, 2023).

CHAPTER 7. Landscape Framework

7.1 Introduction

The Landscape Framework Plan was developed in conjunction with the urban designers and other relevant consultants on the professional team. This was additionally informed by the analysis of the site and developing comprehensive landscape guidelines and indicators for the site, which have been unpacked in chapter 2 of this report.

Critical to the overall concept was the heritage value of the quarry face and recognition of the significance of this heritage resource. The connection to the broader context and the accentuation of the green edge along Strand Street were important factors to the Landscape Masterplan. The placement of the buildings and stormwater considerations further informed the layout. The following elements were pivotal in the design and final plan:

- **Re-wilding of the site and connection to natural vegetation**

The site is situated at the foot of Signal Hill and edged by the Table Mountain National Park. The proposal is to increase vegetation along the edge of the development and re-habilitated portions of the site that are degraded or disturbed.

The re-wilding of the green open spaces to include endemic and indigenous species which are site specific will greatly increase biodiversity and resilience of the landscape.

- **Maintain a green connection and heritage**

Currently the site is significant as it is a singular point where there is direct contact with the natural resource of Signal Hill and Table Mountain. This connection is maintained in the Landscape Framework Plan by developing a green edge along Strand Street and further enhancing the building edges with planting and trees.

The edge to quarry face is also give curtilage by creating a planted edge with natural path. Thereby allowing appreciation of the resource, whilst maintaining safety of the end-users.

- **Tangible and Intangible Heritage Narrative**

The site is steeped in a myriad of historic layers and narratives pertaining to a multitude of people. To express all these narratives is a complex endeavour. The Landscape Framework Plan endeavours to express these various narratives through materiality, recognition of spatial qualities and defining those spatial qualities through planting, tree planting and paving materials.

The design aims to enable interpretation of the various elements and allow an inclusive approach to the tangible and intangible heritage of the site.

7.2 Landscape Framework Plan



Figure 7.1: Strand Street Quarry Draft Landscape Concept (Terra+, 2023).

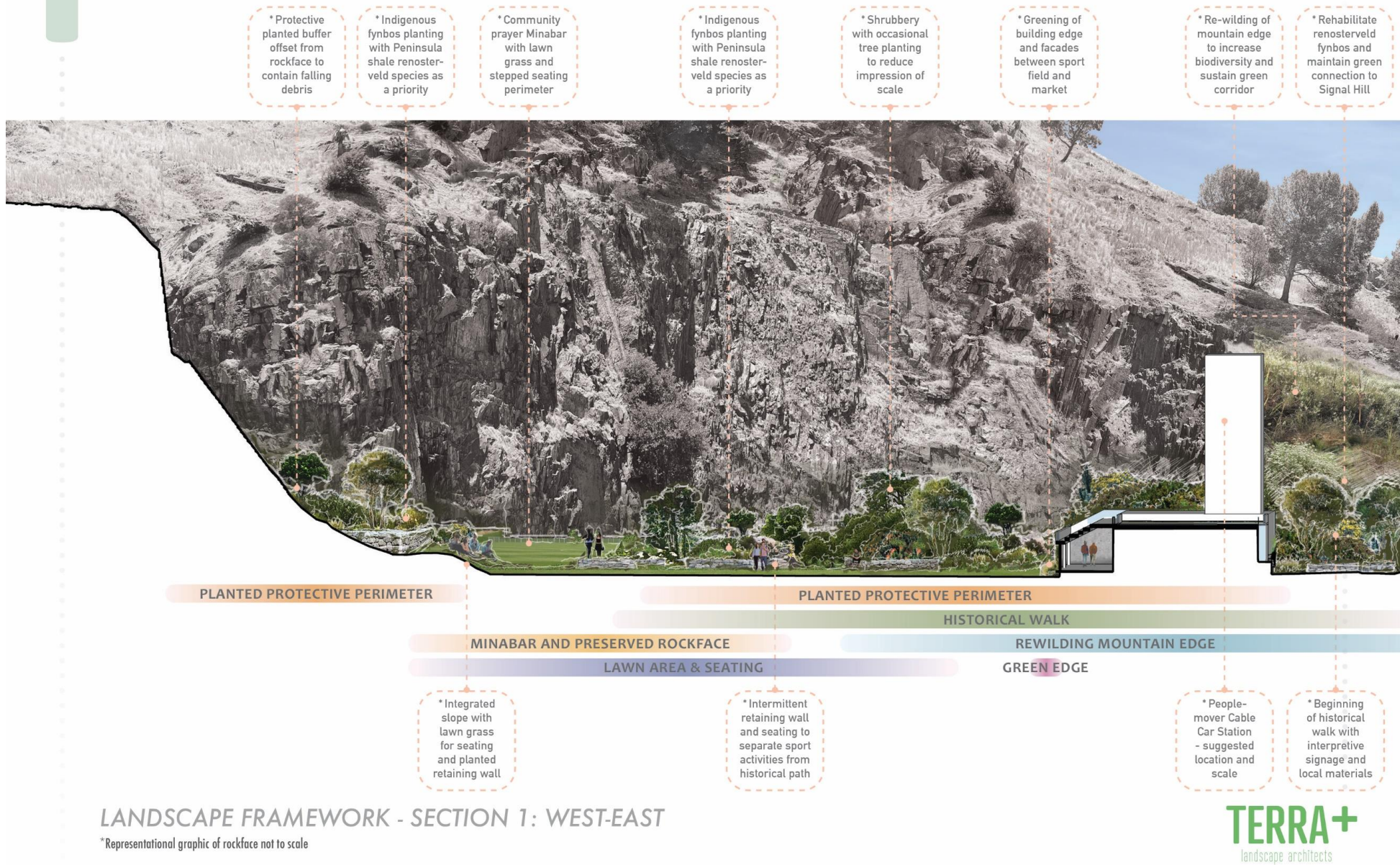


Figure 7.2: Strand Street Quarry Draft Landscape Concept – Section 1 (Terra+, 2023).

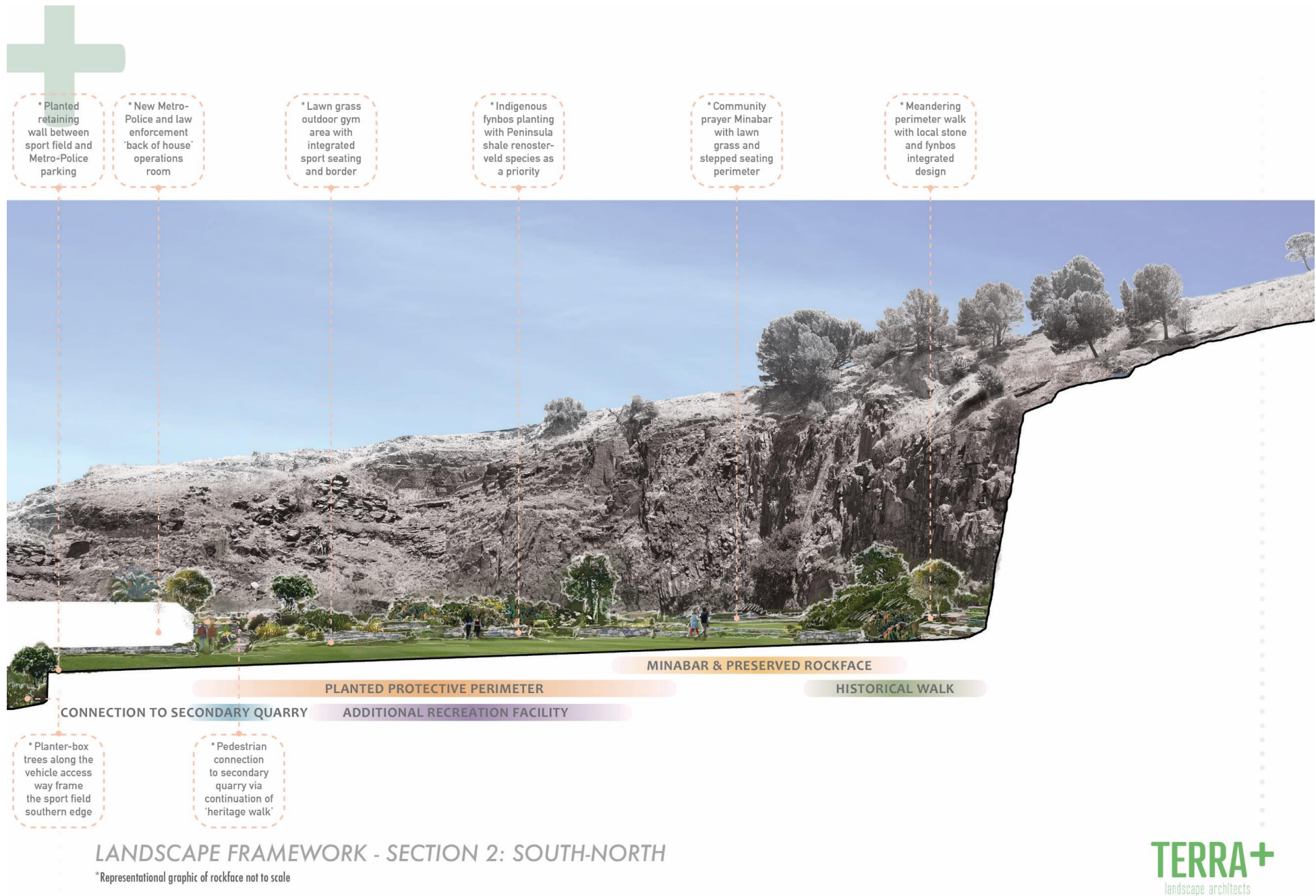


Figure 7.3: Strand Street Quarry Draft Landscape Concept – Section 2 (Terra+, 2023).

CHAPTER 8. Conclusion and Next Steps

This report contains a summary of the site conditions, overview of the policy framework, a summary of process followed, as well as the subsequent conceptual development proposal for the Strand Street Quarry. The next work package will entail preparing a brief motivation for implementation and will also outline and unpack the statutory processes and decisions required to realise the development of the conceptual proposal.

The following work is required to develop sufficient detailed information for the statutory applications (refer to figure 8.1):

- Urban design and landscaping guidelines.
- A site development plan.
- Specialist reports (including a transport impact assessment, services reports addressing specific areas of concern such as geotechnical and stormwater concerns).
- Environmental Impact Assessment including the required Heritage Impact Assessment and all associated specialist information.
- Agreement in principle (on a technical level) between City and SANParks regarding envisaged land transfer and proposed subdivision.

During the most recent Project Management Team meeting, it was clarified that the City will focus on the implementation of the community and municipal facilities, whilst the decision to proceed with the “People Mover” (cable car) concept will be subject to the City of Cape Town to determine feasibility and decision to proceed. The statutory applications that the City will undertake will thus be solely for the community and municipal facilities as may be required. All applications required in relation to the “People Mover” will therefore be undertaken in partnership between City of Cape Town and SANParks as a separate process to be explored further.

During the course of the community engagement process, it has emerged that the following aspects will also have to be addressed:

- Detailed research and recording of particularly the intangible heritage of the Quarry. This will not only serve as a record for current and future generations but will also be a resource in conceiving the memorialisation of the Quarry’s history and significance on site. The heritage team under Infinity Environmental is currently engaged as part of the extended appointment to undertake this work in the lead-up to the statutory public engagements for the EIA.

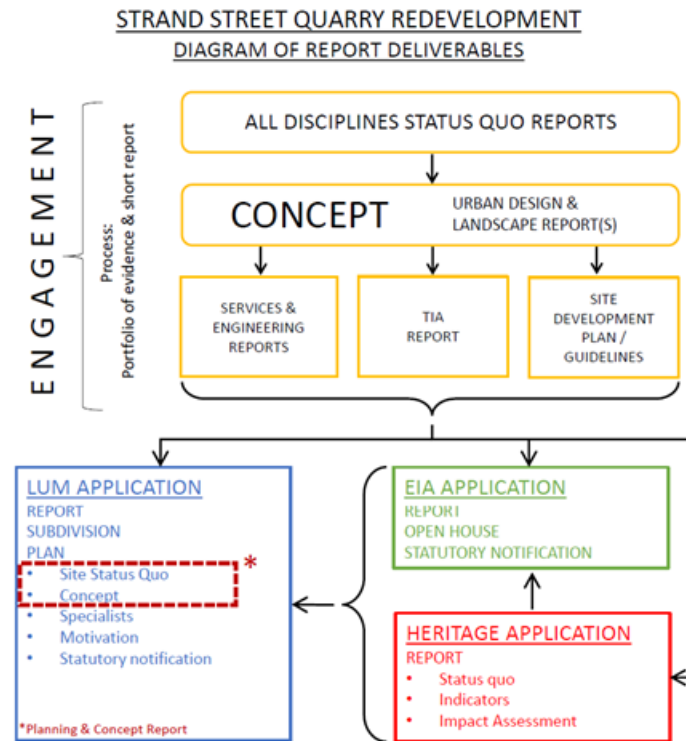


Figure 8.1: Strand Street Quarry, Project Deliverables (@Planning,2023).

- Institutional arrangements around the maintenance, management and benefits of the Strand Street Quarry are required for the Bo-Kaap community to have a say in the ongoing activities and to particularly ensure that the facility continues to serve Bo-Kaap residents. The engagement process made it very clear that the community seeks to work in *partnership* with the City. In this regard it has already been emphasised that the management of the various proposed facilities should happen from an office on the site, rather than being elsewhere in the City. It is also noted that designing an inclusive management structure is a complex process that will require inter alia the creation of a formal body representing the Bo-Kaap community with legal standing to participate in the management of the site, as well as reconsideration of the standard protocols used by the City of Cape Town to manage their properties. In addition the City has procedural requirements to establish internal departmental user agreements for the departments that will have a presence on the site. This work falls outside the scope of the present appointment and the City is urged to develop a strategy and way forward in this regard.
In particular, obtaining some form of commitment or mandate from the City is important to allow officials to further engage in this regard.
Having a clear roadmap for this complex aspect will be essential for the statutory public engagement process that will commence during the month of November 2023.

It is envisaged that the intangible/oral history process should precede the heritage statutory engagement process. Although the formal constitution of a management structure and associated engagements could run in parallel to the statutory process, it is acknowledged that this could take a significant time to reach fruition. It is recommended that the client department obtain the necessary internal mandates to engage with the community in this regard and appoint a specialist to drive this process. The specialist should prepare a roadmap for this process which can be presented as part of the statutory engagement process (public open day).