



Pre-statutory Public Participation Process Report

Proposed Mixed-Use
Development on Erf 2187,
Three Anchor Bay, Green
Point

VERSION: DRAFT

DATE: June 2026

PREPARED FOR

City of Cape Town Property Development Branch



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DOCUMENT DETAILS

Proposed Mixed-Use Development on Erf 2187, Three Anchor Bay, Green Point: Pre-statutory Public Participation Process Report

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Report purpose

This report presents the pre-statutory (voluntary) stakeholder engagement conducted during the draft Concept Development Design process for the proposed mixed-use development in Three Anchor Bay, including the following:

- » Document the pre-statutory public participation process and public engagements
- » Present the comments received during this phase of engagement and their responses,
- » Indicate the key themes that emerged from the pre-statutory stakeholder engagements

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1. PROJECT OVERVIEW

The applicant, the City of Cape Town Property Development Department, is proposing a high-intensity mixed-use development on Erf 2187 in Three Anchor Bay. The site is approximately 4.5 hectares in size, municipal-owned, and currently zoned as Public Open Space (OS2). The site is bounded by Sea Point Main Road (M61) to the south, Helen Suzman Boulevard and Beach Road (M6) to the north, and Three Anchor Bay Road to the west (Figure 1). These roads contribute to good connectivity in an east-west direction to and from the site. My-City and Golden Arrow bus services are available within walking distance to the site.

Notwithstanding the site's prime location, the site is currently underutilised. The bowling clubs that used to occupy significant land on the site are no longer active and the club houses are now being leased for various other low-intensity community uses or stand vacant. There are various sport and public recreational facilities in the vicinity of the site and the City's Spatial Development Framework earmarks the site for infill development that would ensure better utilisation of this well-located land parcel close to the City CBD and regional community and recreational facilities.

Council's in principle approval to transfer the site was obtained in March 2026 in terms of the 2008 Municipal Asset Transfer Regulations (MATR), and the intention is for the site to be disposed of via a competitive bidding process. The release of the site will take place before the statutory process is complete. However, the transfer of the site to the successful bidder will take place after the conclusion of statutory approvals in terms of National Environmental Management Act (NEMA) and the Municipal Planning By-law (MPBL) are concluded. The concept design includes residential, retail, commercial, civic and hotel development.



Figure 1: Site locality

2. REGULATORY REQUIREMENTS

The proposed mixed-use development on Erf 2187, Three Anchor Bay, involves activities listed in terms of the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended by GNR 326 of 2017), and the National Environmental Management Act (Act No. 107 of 1998, NEMA). In terms of the EIA Regulations, the proposed development requires Environmental Authorisation from the Department of Environmental Affairs and Development Planning (DEA&DP) and a **Basic Assessment** (BA) must be undertaken by an Environmental Assessment Practitioner (EAP). Infinity Environmental is the appointed EAP and is responsible for managing the environmental assessment process.

Public participation and authority consultation are integral to the environmental assessment process. The application for environmental authorisation therefore requires a comprehensive public participation process, for which this initial **pre-statutory and voluntary public participation process** was undertaken for the draft Concept Design between 06 November 2025 to 08 December 2025. The statutory public participation process will be undertaken for the draft Basic Assessment Report, in accordance with Regulation 41 of the EIA Regulations 2014, as amended.

There are no mandatory public participation process requirements associated with the pre-statutory engagement phase, although the pre-statutory information sharing and commenting period on the draft Concept Design align well with the Guidelines on public participation in terms of the NEMA EIA Regulations, published by the Department of Environmental Affairs in 2017. As stated in these guidelines:

“Early communication can aim to build trust among participants, allow more time for public participation, and improve community analysis and increases opportunities to modify the proposal in regards to the comments and information gathered during the PPP.”

The pre-statutory engagement process undertaken for this project provided several important benefits to both the affected community and the subsequent statutory public participation process, including the incorporation of the information shared and comments received during the pre-statutory phase into the proposed Concept Design. **The statutory public participation process will be undertaken for the draft Basic Assessment Report, in accordance with Regulation 41 of the EIA Regulations 2014, as amended.**

3. PURPOSE OF THE PRE-STATUTORY PUBLIC PARTICIPATION

Public participation is a critical informant of environmental assessment process. Comprehensive, integrated, and thorough application of public participation facilitates and ensures informed decision-making by the competent authority. Guidelines on public participation in terms of the NEMA EIA Regulations, published by the Department of Environmental Affairs in 2017, note that public participation should facilitate the following outcomes:

- The **opportunity for all role players** including potential and registered interested and affected parties, environmental assessment practitioners, state departments, organs of state, and the competent authority **to obtain clear, accurate, and understandable information about the environmental impacts** of the proposed activity or implications of a decision.
- The **opportunity for role-players to suggest** ways for reducing or mitigating any negative impacts of the project and for enhancing its positive impacts.

- The person conducting the public participation to **incorporate the needs, preferences, and values** of potential and registered interested and affected parties into the proposed development that becomes the subject of an application for environmental authorisation.
- To provide opportunities for **clearing up misunderstandings** about technical issues, resolving disputes, and reconciling conflicting interests.
- To encourage **transparency and accountability** in decision-making.
- To contribute towards maintaining a healthy, vibrant **democracy**.
- To give effect to the requirement for **procedural fairness** of administrative action as contained in the Promotion of Administrative Justice Act (Act 3 of 2000).

The public participation processes undertaken to date have been voluntary engagement process, preceding statutory processes required in terms of the relevant laws and regulations.

1

A Voluntary Engagement Process undertaken for information gathering and technical information sharing purposes that includes stakeholder engagement events. This allows the public to give input on the future development concept, highlight issues and concerns as well as share ideas for the future site development.

2

A Statutory Public Participation Process that is required according to legislation and policy (Environmental Impact Assessments and Planning). This includes media notices, site notices, and I&AP notifications.

4. PURPOSE OF THIS REPORT

This Pre-statutory Public Participation Process Report forms an Appendix to the draft BAR, including the comments from the draft Concept Design pre-statutory public engagement period and their associated responses from the project team. The intention is for this report to reflect the feedback received during the pre-statutory commenting period on the draft concept design, and indicate how these comments have been responded to, addressed or incorporated into the Concept Design, where appropriate

5. PRE-STATUTORY PUBLIC PARTICIPATION PROCESS UNDERTAKEN TO DATE (APRIL – DECEMBER 2025)

This section documents the pre-statutory public participation process undertaken to date. An inclusive stakeholder engagement process has formed part of the concept design, intended to provide for meaningful participation by local and affected participants and contribute to a more robust and accepted proposed design for the site.

5.1 Pre-registration Phase (February – April 2025)

The pre-statutory public participation process started in February 2025 with a pre-registration process. A designated project website was also established and provided an overview of the project proposal. A background information document summarising the project proposal, engagement timeline, project timeline and opportunities to register and participate were made available for potential I&APs. No individuals were invited to comment at this time as this was the pre-registration public participation process.

5.2 Information Sharing Phase (April – May 2025)

The Information Sharing Phase included public engagement events (open house and online meeting) to share information about the project site. A database of registered Interested and Affected Parties (I&APs) was started and updated throughout the engagement process. A media notice was published in the local newspaper, the Atlantic Sun, on 17 April 2025 with details about the upcoming public engagement opportunities. The project website was also updated and included details about how to participate in the Online Public Meeting held on the 7th of May 2025 and an In-person Open House on the 14th of May 2025. The purpose of these engagements was to provide the public with information about the project and to allow the public to share inputs on how the site should be developed. The inputs received during this process were taken into consideration in the next phase – the draft Concept Design Phase.

5.3 Draft Concept Design Phase (November – December 2025)

The draft Concept Design Phase included a non-statutory draft concept development design public participation process during which information about the draft development concept design was made available to the public for comment between Thursday 06 November and Monday 08 December 2025.

- **06 November 2025:** a draft development concept information document summarising the project proposal, public engagement timeline, proposed draft urban design and opportunities to register and participate were made available to I&APs.
- **12 November 2025:** posters were displayed at the Open House event and made available afterwards on the project website with more detail about the proposed draft development concept design.

Comments received during this phase have been considered and incorporated into the proposed Concept Design presented in the draft BAR, where appropriate. In total 250 people registered as I&APs during the Concept Design Phase, the majority of which registered via the website.

The database of registered interested and affected parties has been updated as the project progressed, and the total number of registrations since the start of the stakeholder engagement process is approximately 980 people. Over the duration of the non-statutory public engagement process, approximately 185 comments were received by interested and affected parties. Of the

comments, 14 written comments were submitted at the Open House and 171 were submitted via the website and email. Furthermore, a project website has been maintained through the project process, hosted at www.infinity.capetown/3anchorbay, providing information on the draft concept and project proposals, information on the conceptual design process, including all meeting notes and presentations, and a comment and registration form for submission of inputs.

Newspaper advertisements

An advertisement was placed in one local paper, the Atlantic Sun on **Thursday 06 November 2025**, with the following content:

STAKEHOLDER ENGAGEMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT ON ERF 2187, THREE ANCHOR BAY, GREEN POINT

The City of Cape Town's Property Development Department is undertaking a land packaging and acquisition of development rights process for the Three Anchor Bay site (Erf 2187).

The proposed development is intended to be a high-intensity mixed-use project, incorporating residential opportunities, including affordable housing, retail, office space, and public and community facilities.

The draft development concept is now available for review and input from interested and affected parties.






We invite you to participate in an informative and engaging Open House where you will have the opportunity to comment on the draft urban design concept, ask questions and share your thoughts.

OPEN HOUSE DETAILS

DATE : Wednesday, 12 November 2025

TIME: Between 15:00 and 19:00 (come anytime that suits you)

VENUE: BSG Environmental Education Centre, Green Point (parking is available off Bill Peters Drive behind the SAPS Sea Point Precinct building)

If you would like to share your input please do so by **08 December 2025** at the details below:

-  **3anchorbay@infinity.capetown**
-  **www.infinityenv.co.za/3anchorbay**
-  **021 834 1600**
-  **060 524 7676**

SCAN HERE TO VISIT THE WEBSITE 



Figure 2: Media notice for the concept design phase

Website

The project website/link (www.infinityenv.co.za/3anchorbay) was updated to include information about the draft development concept (Figure). The website display included a page containing:

- » a project background and locality,
- » the Draft Development Concept Information Document was made available for download,
- » information on the project engagement timeline and potential project stakeholders,
- » a timeline containing information on project milestones,
- » a registration and comment form was also made available to the public to register as Interested and Affected Parties (I&APs) and submit comments.

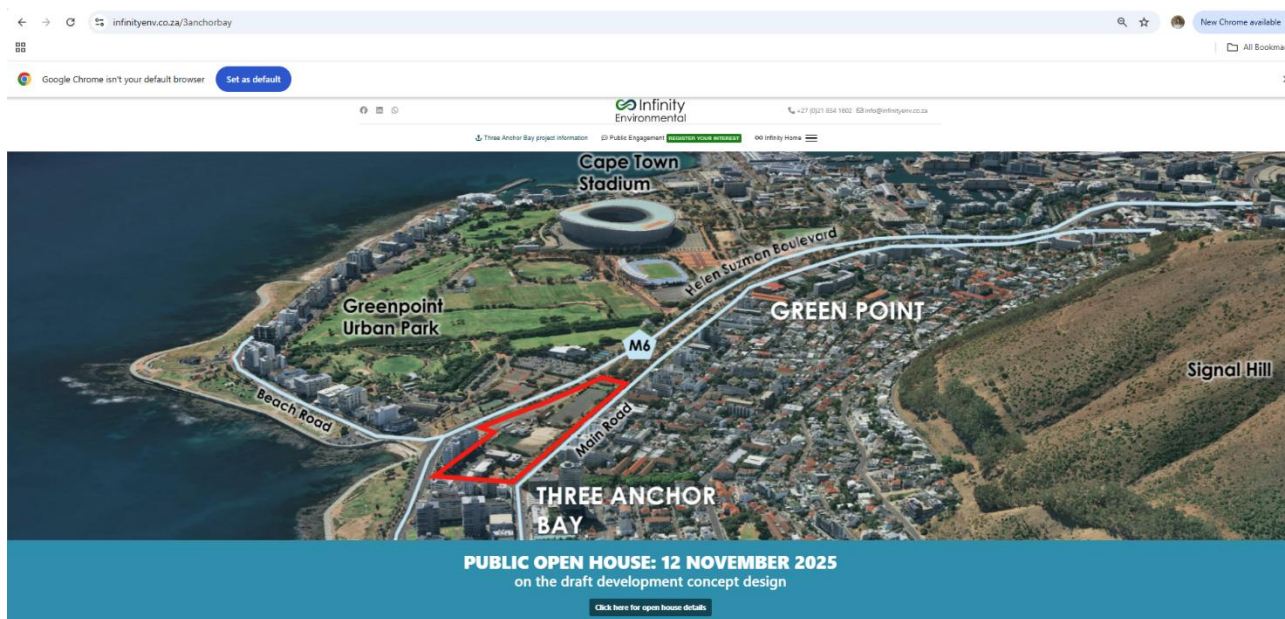


Figure 3: Website page

Draft Concept Design Information Document

A Draft Concept Design Information Document containing relevant project information was made available on the website and distributed to registered I&APs.

Written notice to I&APs

Registered I&APs including organisations, sports and recreation clubs, activist groups, civil groups, on-site occupiers and ratepayers' organisations were notified of the draft development concept design and Open House event via email on **06 November 2025**.

Open House Event (12 November 2025)

An In-person Open House was held on **Wednesday 12 November 2025** from 15:00 – 19:00, and approximately **120 people attended**. The event took place at the BSG Environmental Education Centre, Green Point. The purpose of this event was to provide an opportunity to I&APs to access project information and discuss concerns with the EAP and project team members. The event was publicised through media notices (Atlantic Sun Newspaper), notification letters and the Infinity Environmental website.

The format of the Open House was centred around small group discussions and included the display of posters, handouts of the draft development concept design booklets and direct engagement with members from the project team. The posters displayed and the concept design booklet are available on the website <https://www.infinityenv.co.za/3anchorbay>.

Potential I&APs were invited to attend the Open House at any time convenient to them between the set times (3pm to 7pm). Attendees were encouraged to document their comments and concerns on comment sheets provided and drop their comment sheets into boxes provided. Alternatively, attendees were invited to send comments via email, website and/or WhatsApp to the EAP on or before the closing date of the commenting period (08 December 2025).

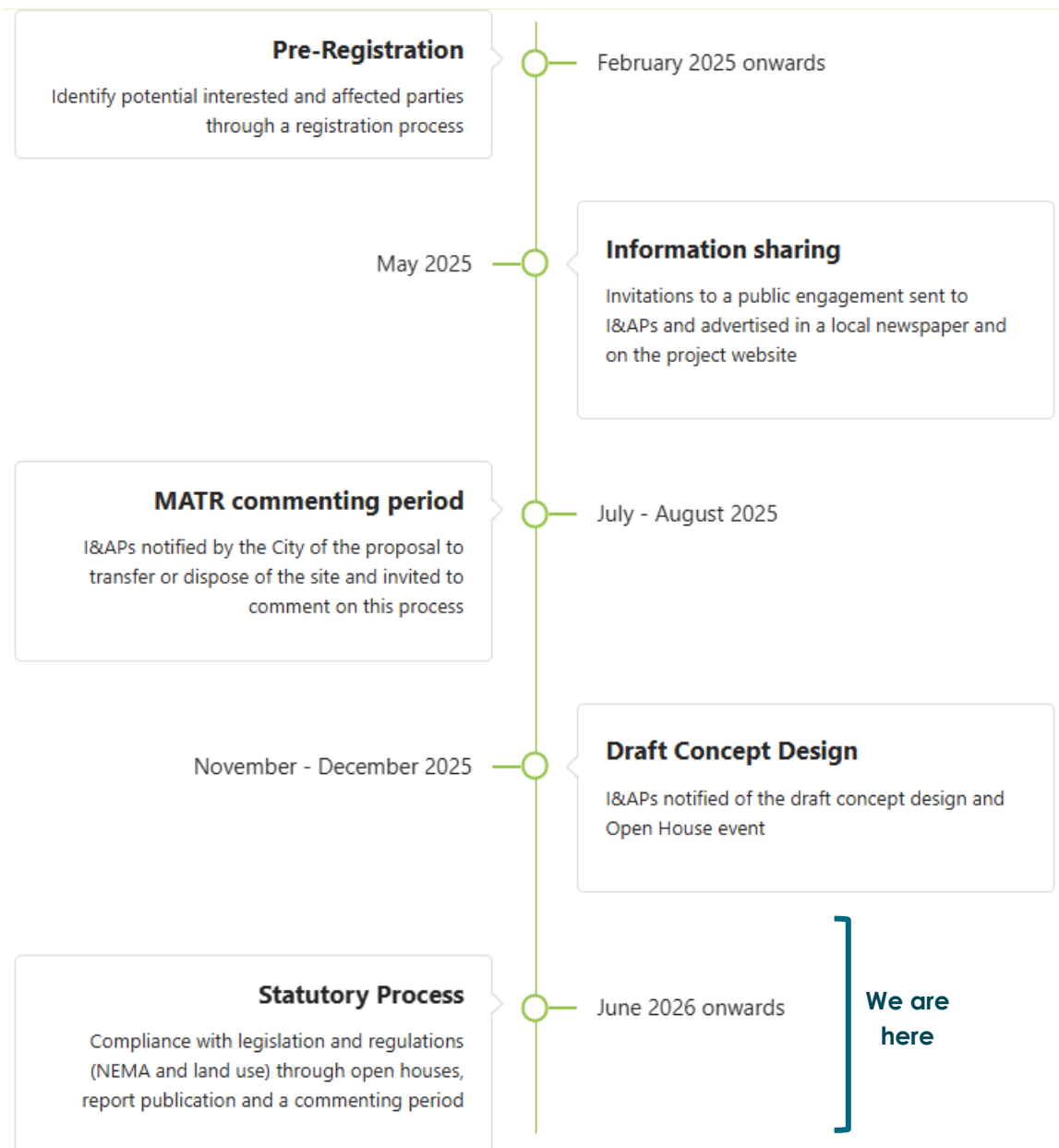
Database of Interested and Affected Parties

A comprehensive list of potential I&APs was compiled during the pre-statutory public engagement, and a registration form has been available on the project website throughout the pre-statutory

engagement period. Additional I&APs were registered during the open house public forum, via emails, website and WhatsApp. Individuals registered formally onto our database, as well as any relevant Organs of State, Ward Councillors, ratepayers associations and adjacent land owners/occupiers will be notified of the statutory public engagement process and commenting period on the draft BAR.

5.4 Next steps

An overview of the project's stakeholder engagement process is shown in the diagram below:

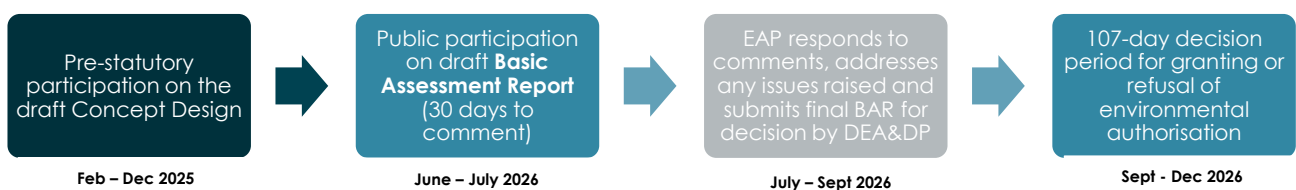


The Concept Design has been refined based on the inputs received thus far from various specialists and pre-statutory public engagements. The specialist studies undertaken have informed the Concept Design and have been incorporated into the draft Basic Assessment Report (BAR).

The next steps in the environmental statutory public participation process include the following:

- The draft BAR and associated appendices are being made available to the public for a 30-day commenting period (**from 18 June 2026 until 20 July 2026**) as part of the statutory engagement process as per Regulation 41 of the EIA Regulations 2014, as amended.
- A public **Open House Event is scheduled for 24 June 2026** at which posters will be displayed and the project team will be present to engage with about the refined and proposed Concept Design.
- The comments received during this period will be responded to by the project team and form part of the final BAR to be submitted to DEA&DP.

Refer to the below diagram displaying the general Environmental Impact Assessment process and timelines.



6. PROCESSING OF PERSONAL INFORMATION

Infinity Environmental is required by the EIA Regulations (GNR 326 of 2017) and the National Environmental Management Act (Act No. 107 of 1998) to maintain a register of interested and affected parties, including the people who have commented, attended meetings, or requested registration. This requires us to collect and process certain personal information as defined in the Protection of Personal Information Act (Act No. 4 of 2013). The following personal information has been collected, with the required consent, for the purpose of public participation from registered I&APs and will be collected from anyone who comments or registers:

- Name, contact details, and address;
- A copy of any comments submitted; and
- Details of any interest declared in the granting or refusal of the application.

Personal information will be held by Infinity Environmental and the City of Cape town and will be used only for the purpose of public participation for this project. Should you register and/or comment, your name and your comments will be included in published documents. Your contact details, address and interest declaration will be provided to the competent authority and must also be provided to any appellants in the event that the environmental authorisation is appealed in terms of the Appeal Regulations (GNR 993 of 2014). Personal information will be stored by Infinity Environmental (Pty) Ltd at 2 Fir Street, Observatory. 7925, and on a cloud storage system which may include servers outside the Republic of South Africa. You may, at any time, request access to or rectify this personal information by contacting Infinity Environmental. Visit www.infinityenv.co.za/legal to view our Privacy Policy.

7. Comments received during the pre-statutory commenting period on the Draft Concept Design

7.1 Emergent themes

Over the duration of this non-statutory public engagement process on the draft Concept Design, approximately **185 comments** were received by interested and affected parties. Of the comments, 14 written comments were submitted at the Open House and 171 were submitted via the website and email.

The categories and key themes extracted from the comments received at the Open House, online via the website and via email are displayed in Table 1 and Table 2.

Table 1: The various categories of comments received during the Concept Design public engagement period

CATEGORY
✓ Support
✓ Objections
✓ Skytrain comments
✓ Skytrain objections
✓ Skytrain support
✓ Queries
✓ General
✓ Investor

Table 2: The key themes that emerged from the Concept Design public engagement period

THEME
✓ Traffic
✓ Concept design (incl density, building heights, use)
✓ Affordable housing (and other housing comments)
✓ Services
✓ Heritage concerns (incl library, HPOZ, Green Point Common)
✓ Public space / access
✓ Visual (views)
✓ Environmental
✓ Public engagement
✓ Parking
✓ Property market (property values, definitions)
✓ Town planning (zoning, restrictions and requirements)
✓ Crèche
✓ Project timeline

COMMENTS RECEIVED DURING THE COMMENTING PERIOD

List of themes: Sky train, Traffic, Parking, Heritage, Public space, Services, Environmental, Crèche, Concept design, Visual, Density, Property market, Town planning, Affordable housing, Public engagement, Timeline.

Comment by & date received	Comments/concerns/questions	Theme	Response
Licia Dewing Via Website 06/11/2025	How will this impact on an already congested road, what contingency plans are made during the development, crime? Homelessness?	Traffic	A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR. In terms of crime and homelessness, the proposed mixed-use development of the currently underutilised site is anticipated to contribute positively to passive surveillance, activity levels, and overall perceptions of safety within the surrounding urban area by increasing consistent day- and night-time occupancy. The broader and complex social challenges associated with homelessness and spatial injustice require ongoing, multifaceted responses. Market-led affordable housing is included in the proposed concept design, and while this alone cannot resolve systemic spatial inequality, it may assist in improving spatial inclusion by increasing access to centrally located housing opportunities.
Alex Cargill Via Website 06/11/2025	As a lifelong Cape Town resident. We do not need another development that will do nothing for the vast majority of Capetonians. This development has got the completely wrong idea, I find this proposal appalling. Then to have the gall to say that MyCiti buses are providing us with adequate transport. Have you seen the traffic on our roads every time there is an event at the Greenpoint Stadium? We need alternate forms of transportation in this city and that includes a train line that ends in a station on this exact block of land. Enough of these boring, dime a dozen monstrosities clogging up the promenade. Let's make something that can benefit all of us.	Traffic	The Transport Impact Assessment (TIA) evaluated the impact of the development under typical weekday AM and PM conditions. Event related traffic associated with the stadium is intermittent and managed through separate event specific traffic management measures and is therefore outside the scope of the study. The findings and recommendations of the TIA are provided in Appendix G4 of the draft Basic Assessment Report. The assessment also determined the public transport demand that is expected to be generated by the development and the additional buses that will be needed to service the demand. The sky train and the use of the site as a rail station is the proposal of a private party. The City of Cape Town does not support the proposal, and it is not included in any future planning.
Drew Wolf Via Website 06/11/2025	I want the city to ensure that the existing buildings in the livery precinct are protected for their heritage value.	Heritage	The proposed concept design incorporates key heritage resources on the site, including the library, civic centre, and the eucalyptus glade which will be retained within the overall design. The library and civic centre will be sensitively upgraded, where appropriate, to improve their functionality while respecting their heritage significance, allowing these buildings to continue serving as accessible public spaces. The eucalyptus trees on the eastern side of the site possess notable aesthetic value and are considered remnants of the historic eucalyptus avenue that once lined Main Road and the southern boundary of the Green Point Common. Their retention is therefore supported as part of preserving the historical and landscape character of the area. No other buildings on the site are of sufficient heritage value to warrant their retention.
Johnny Snyman Via Website 06/11/2025	I am against the development.	Objection	Your opposition to the proposed development has been noted.
Karen Watkins Via Email 06/11/1015	Could you let me know how many comments did you receive in the last round of PPP? And could you list the issues that people raised? I can't believe you are continuing with this. It is heritage land, part of the Green Point Common, left in perpetuity to the people of SA.	Public engagement & heritage	[Responded to on 6 November 2025]: "Good afternoon, Karen, In total we have received approximately 300 comments thus far which have, where appropriate, informed the draft development concept design. The key themes and concerns have been included in the draft Development Concept Information Document (found here: https://www.infinityenv.co.za/engagement). More information about the stakeholder engagement thus far in terms key themes and concerns will be displayed at the Open House event on 12 November 2025 and made available on the website after the event. Please send me your number, we already have you registered on our database, and I can update your details on our system." Erf 2187, Green Point was originally part of Erf 1056, Green Point, which constitutes the Green Point Common. In 2016, Erf 2187 was divided from Erf 1056, Green Point and the Green Point Urban Park was established on Remainder Erf 1056. Whereas the Conservation Management Plan for the Green Point Common (now a Provincial Heritage Site) refers to the land being granted on condition that it must be used solely for public recreational purposes, this condition is NOT reflected in the original Deed of Grant (a Crown Grant made to the Municipality of Cape Town) which dates to 1923.

Comment by & date received	Comments/concerns/questions	Theme	Response
			This has been confirmed by a conveyancer and town planner who studied the deed as well as the accompanying diagrams. A conveyancer certificate confirms that no such conditions exist either in earlier (pivot) deeds or in the Crown Grant. Subsequently, some endorsements were added to the deed of grant which limited new buildings, but these do not apply to the area of Erf 2187. In summary, Erf 2187 is not subject to perpetual land use restrictions in the title deed and does not form part of the proclaimed Provincial Heritage Site. The 2010 planning conditions limit the extent of coverage permitted on erf 1056 to manage the overall objectives of Green Point Park.
Russel Shanglee Via Email 06/11/2025	Hi, I cannot attend the open house event. I have searched for the draft development concept on your website but can only find the attached information document. Please email me a copy of the Draft Development Concept inclusive of the building envelopes, heights, and view corridors. Without these one can't make an assessment.	Public engagement	[Responded to on 6 November 2025]: "Good afternoon Russell, Please note that the website has been updated to include a draft 3D model of the proposed development concept. https://www.infinityenv.co.za/3anchorbay This is intended to provide a framework to guide future development. It is not a final design, but establishes principles, structure, and parameters within which development can occur. The concept has been informed by technical investigations, public input received to date, and policy considerations. More information about the proposed development concept design will be available at the Open House event, and this information will be shared on the website after the event."
Russel Shanglee Via Email 07/11/2025	Thanks, what's the height of the tallest structure in the entire development?	Concept design	[Responded to on 7 November 2025]: "Good morning Russel, More details about the draft development concept, including the maximum heights, will be made available on the website after the Open House event." The proposed development comprises buildings ranging in height from approximately 30 to 45m. Taller buildings of up to 45m are proposed along Helen Suzman Boulevard.
Mark Lentin On behalf of MLD Via Website 07/11/2025	Subject: Concerns Regarding Proposed Mixed-Use Development in Three Anchor Bay — Public Engagement & Investor Autonomy Dear ["Sir/Madam"], I refer to the current public engagement process for the proposed mixed-use development on the City-owned property in Three Anchor Bay. Having reviewed the concept proposal and the City's intended disposal framework, several concerns arise that make meaningful investor participation difficult, if not impractical, under the current terms. Firstly, the design and spatial orientation of the proposal appears fundamentally flawed. The bulk of the built form is not north-south, resulting in poor marketability and environmental performance. Furthermore, the massing and density appear excessive relative to the site context, with buildings clustered too tightly to ensure adequate quality of space, and liveability. Secondly, and perhaps more importantly, the process structure suggests that investors would be expected to commit to a predetermined concept with little to no design discretion or developmental autonomy. The City's approach effectively positions investors as purchasers without creative or developmental input — a model that is unlikely to attract serious or responsible investment. We are fully supportive of appropriate, sustainable development on this land. However, unless prospective investors are afforded full design and developmental autonomy within reasonable planning parameters — and genuine opportunity to shape the project outcome — we do not intend to participate further in the submission process.	Concept design, density	Thank you for your comments and concerns raised, they have been responded to below. The urban design concept has been informed by a detailed contextual analysis. The proposal responds to the City of Cape Town Tall Buildings Policy (2013), particularly principles relating to shadow mitigation, contextual scale, and building articulation. A broader urban analysis of the area identified prevailing patterns of podiums, setbacks, tower elements, datum lines, and view-oriented building arrangements that informed the proposed massing approach. The immediate site context further revealed a consistent north-south urban grain, which informed the orientation and placement of the built form to maintain spatial continuity, permeability, and view corridors. Findings from the Visual Impact Assessment concluded that the proposal responds appropriately to the surrounding metropolitan landscape, maintains visual permeability and coherence, reflects the scale of surrounding development, and does not result in unacceptable visual impacts within the existing Atlantic Seaboard urban fabric. Refer to the proposed draft Urban Design Report for further details (Appendix L1 to the draft BAR). A key consideration when designing tall buildings and locating them relative to other buildings in close proximity, is that of ameliorating the effects of wind (prevailing NW in winter and SE in summer). Although the intention of the proposed concept design is to maximise the use of the site via a high-density mixed-use development, liveability and quality of space are important informants in the concept design which includes green and pedestrian networks accommodating open spaces and connectivity between the site and its surrounds. The proposed concept design provides a framework to guide future development, establishing principles, structure, and parameters within which future development can occur. The purpose of the development concept is to establish the technical feasibility of a maximised development envelope. This conceptual envelope will ultimately inform the approval of a flexible basket of mixed-use rights which the developer can interpret in a manner that best resonates with their

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>We would welcome clarification on whether the City intends to accommodate collaborative engagement with qualified development partners, or whether the proposed model is non-negotiable.</p>		<p>understanding of the market. While the City's minimum requirements for the development will be fixed in the conditions of approval, it is not the City's intention to be overly prescriptive in terms of the design, spatial orientation land-use mix or bulk take-up of the development. Future development will have to comply with prescribed mandatory requirements such as height & massing, setbacks, facade articulation, access, urban structure and structural landscaping.</p> <p>The actual detailed design of the site will be undertaken by the future developers of the site. The concept design ensures that future development of the site aligns with the City's objectives for the site, including responding directly to the increasing need for residential housing in and around the central business district.</p>
<p>Mark Lentin Via Email 13/11/2025</p>	<p>I refer to my correspondence dated 7 November 2025, in which I outlined my concerns regarding your client's design proposal, which I believe to be fundamentally flawed. I appreciate your confirmation that the design is not yet final.</p> <p>However, one key issue remains unaddressed: the City's role in the development. To date, there has been no indication that the City intends to step aside. This raises a critical question—are they leading this project and seeking investors for their own initiative, or not? As I previously stated, the current ambiguity will not attract serious or responsible investment.</p> <p>Lastly, I have undertaken extensive work on the site, which I would be willing to share, provided that appropriate protections are in place to safeguard my intellectual property and ensure it is not disclosed to third parties.</p> <p>I look forward to your response.</p>	<p>Concept design, density</p>	<p>Please refer to the detailed response above.</p>
<p>Savvas Demtriu Via Website 07/11/2025</p>	<p>I would appreciate to the following questions.</p> <p>1. Will a market/price impact study be done on the affect that this development with affordable housing will have on the current property owners and surrounding areas.</p> <p>2. When will this study be done if it is to be conducted?</p> <p>3. If the study indicates that current property prices will decrease what does this mean for current property owners and is the City under any obligation by law or regulation to compensate owners for this?</p>	<p>Property market & affordable housing</p>	<p>1. A Property Market Analysis was undertaken to investigate the market potential of the proposed development of the site, and a Socio-economic Impact Assessment (SEIA) was undertaken to evaluate the potential impacts of the proposed concept design. The SEIA assesses the sustained impact on land values, and states that the introduction of a high-quality mixed-use development, including residential, retail, office and hospitality components, is likely to enhance the attractiveness, functionality and economic activity of the area, thereby supporting incremental increases in land and property values in the surrounding precinct. However, the area is already characterised by relatively high property values and strong market demand. Therefore, the development is more likely to support existing market trends rather than greatly change them. From a socio-economic perspective, increases in land and property values may have both positive and negative effects. While higher property values can benefit existing property owners and contribute to a stronger municipal rates base, they may also lead to increased property-related costs, including rates and rental prices, which could affect affordability for some residents and businesses.</p> <p>2. A draft Socio-Economic Impact Assessment has been undertaken and appended to the draft BAR (Appendix G3). The SEIA will be updated, if and where necessary, prior to the finalisation of the Basic Assessment Report and submission for decision-making.</p> <p>3. The proposed development will facilitate the redevelopment of an underutilised, well-located site within the Atlantic Seaboard, which is expected to strengthen surrounding property values over time. By introducing a high-quality mixed-use development, the proposal will enhance the area's attractiveness and economic activity, thereby supporting existing property values. Conversely, the continued presence of undeveloped, underutilised city-owned land, particularly where it is susceptible to land invasion and related management challenges, has the potential to decrease property values in the surrounding area.</p>
<p>Ryon Phernambuq Via Website 07/11/2025</p>	<p>I am a middle-class individual in Cape Town and would love to own a property.</p>	<p>Affordable housing</p>	<p>The concept design for the proposed mixed-use development includes residentially led development including the provision of market-led affordable housing.</p>
<p>Sara Erian Via Email 09/11/2025</p>	<p>Subject: Interest in 3 anchors bay proposed development</p>		<p>[Responded to on 13 November 2025]: "Good morning,</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>I live at 169 on Main Road and one of the reasons we recently purchased this high floor apartment is for the open view of the sea/sunset to the left. This must be the case for so many of the road facing apartments on Main Road.</p> <p>I am firstly and for-mostly extremely concerned about the height of the buildings in the proposed development and secondly about the traffic it will create. Sea point is already very congested both on Beach Road as well as on Main/Regents Road and I can't imagine adding more to this especially at that intersection of Beach Road/Three Anchor Bay/ Helen Suzman. This will create a backlog along Main Road which is noisy and busy as it is.</p> <p>What are the heights and number of floors of these buildings? This will affect so many buildings and is of utmost importance.</p> <p>I will not be in Cape Town on November 12th. Is there any other way I can get a more detailed plan or more detailed information stating heights etc?</p>		<p>A visual and transport impact assessment will be undertaken to assess potential impacts based on the final concept design to assess viability. The details shared at the Open House event have been made available on the project website https://www.infinityenv.co.za/engagement, including more details about the proposed development massing and heights."</p>
<p>Evon Smuts Via Email 08/11/2025</p>	<p>Subject: Three Anchor Bay Urban Concept Design - comment</p> <p>Hi Infinity,</p> <p>I was surprised by the high density portrayed by the digital model. Have sun and view studies been done on the model and are they available?</p> <p>I am very concerned about the provision for the Pinocchio Creche which is vital to many parents living and working in the area. I could not see where this is located. It is neither retail not community but a NPO. Where is it accommodated?</p> <p>I would appreciate a reply.</p>	<p>Density, visual & creche</p>	<p>Regarding density and sun/view studies: The 3D visualisations were indicative only and do not represent a final design.</p> <p>The urban design concept has been informed by a detailed contextual analysis. The proposal responds to the City of Cape Town Tall Buildings Policy (2013), particularly principles relating to shadow mitigation, contextual scale, and building articulation. A broader urban analysis of the area identified prevailing patterns of podiums, setbacks, tower elements, datum lines, and view-oriented building arrangements that informed the proposed massing approach. The immediate site context further revealed a consistent north-south urban grain, which informed the orientation and placement of the built form to maintain spatial continuity, permeability, and view corridors. Findings from the Visual Impact Assessment concluded that the proposal responds appropriately to the surrounding metropolitan landscape, maintains visual permeability and coherence, reflects the scale of surrounding development, and does not result in unacceptable visual impacts within the existing Atlantic Seaboard urban fabric. Refer to the proposed draft Urban Design Report for further details (Appendix L1 to the draft BAR).</p> <p>Regarding the Pinocchio Creche: We wish to clarify the initial response of 11 November 2025. The concept design does include provision for a new, purpose-built ECD facility within the civic node, recognising the important role of ECD services in this community. However, no commitment has been made regarding the future occupancy or operation of that facility. Any leasing or operational arrangements would be determined by the future developer and relevant stakeholders at a later stage.</p> <p>The Socio-Economic Impact Assessment includes a detailed assessment of the impact on ECD services, including the temporary disruption resulting from demolition of the building currently occupied by Pinocchio Creche. It is proposed that no demolition of the existing ECD facility occur until a suitable, compliant and operational temporary facility has been secured within the broader area, to minimise disruption to existing users.</p>
<p>Mugsiena Jattiem Via Email 10/11/2025</p>	<p>Subject: Housing project</p> <p>Good day, this is Mugsiena Jattiem</p> <p>I filled in the online form but haven't heard anything back from you when I applied I phone to the office an gave my details to the lady I was referred to because I had problems an she saif that she was going to sort out my application. My sister got a notification of a meeting on Wednesday morning but I didn't. I just want to know if my application was mot excepted for a house thank you and waiting to hear from you.</p>	<p>Affordable housing</p>	<p>[Responded to on 13 November 2025]:</p> <p>"Good morning,</p> <p>You are on our database and an email notification was sent to your email address on Thursday 06 November 2025. We are facilitating the stakeholder engagement process for the Proposed Mixed-Use Development on erf 2187 in Three Anchor Bay, any housing queries should be submitted to the City https://www.capetown.gov.za/City-Connect/Register/Housing-and-property/Register-on-the-housing-database".</p> <p>The concept design for the proposed mixed-use development includes residential opportunities and the provision of market-led affordable housing. You have been registered as an interested and affected party.</p>
<p>Aslam Clark Via Website 11/11/2025</p>	<p>Public Comment on Draft Development Concept Design for Erf 2187, Three Anchor Bay, Green Point</p> <p>Attention: City of Cape Town Property Development Department / Stakeholder Engagement Team Date: November 11, 2025</p>		


Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>Subject: Request for Socio-Economic Equity, Cultural Preservation, and Transparency on the Proposed Mixed-Use Development on Erf 2187, Three Anchor Bay.</p> <p>I, Aslam Clark, a born-and-raised citizen of Cape Town with Colored heritage, hereby submit my formal comment and request for greater clarity on the draft development concept design for Erf 2187, Three Anchor Bay. While I support the maximization of the site's development potential, this process must be explicitly aligned with the City's mandates for Spatial Justice and Equitable Redress.</p> <p>1. Alignment with Western Cape Demographics and Economic Inclusion The proposed development of a prime 4.5-hectare, government-owned site on the Atlantic Seaboard represents a rare and critical opportunity to correct historical spatial inequalities.</p> <ul style="list-style-type: none"> Demographic Reality: It is imperative to acknowledge that the Colored community constitutes the largest racial demographic (approximately 42.1%) in the Western Cape Province. The Question of Equity: Currently, the ownership and economic landscape of the Atlantic Seaboard (including Sea Point and Green Point) do not reflect this majority demographic. I must formally question how the proposed mixed-use development will ensure that the ownership of residential property, rental access, and the lease/ownership of retail/office spaces are proportional to, and intentionally targets, the majority Colored population of the Western Cape. Request for Quantifiable Targets: Does the concept design include quantifiable, non-negotiable targets for the allocation of ownership/rental units and commercial floor space to historically disadvantaged individuals (HDIs), specifically those of Colored heritage, as a measure of spatial redress? <p>2. Preservation of Colored Cape Town and Khoi-San Culture Cape Town's history, particularly in areas near the coast, is inextricably linked to the history of the Colored community and the First Peoples, the Khoi-San. The site, while currently accommodating modern facilities, sits within a culturally significant coastal landscape.</p> <ul style="list-style-type: none"> Colored Cape Town Heritage: As a citizen of Colored heritage, I request that the development framework explicitly detail the strategies to preserve, commemorate, and integrate the history and cultural heritage of Colored Cape Town within the public, retail, and recreational spaces. This is a matter of honoring a community that has been historically displaced from the inner city and key economic nodes. Khoi-San First Nation Recognition: Furthermore, given the Khoi-San people's status as the First Nation of this region and their historical use of the Green Point Common area (as acknowledged in other local planning documents, such as the design inspiration for the Dome Education Centre in the Urban Park), the development concept must include specific cultural integration points. Will the development incorporate permanent, high-visibility public art, museum-quality interpretive facilities, or architectural motifs that reflect and honor the Khoi-San heritage? <p>3. Transparency on Pricing and Selection Processes The absence of financial detail in the concept design makes it impossible for the public to gauge its commitment to inclusivity and affordability.</p> <ul style="list-style-type: none"> Pricing Transparency: I stipulate that the City must provide greater transparency and detail regarding the anticipated pricing of 		<p>Your comment is acknowledged and responded to in detail below.</p> <p>The broader and complex social challenges associated with spatial injustice require ongoing, multifaceted responses. Market-led affordable housing is included in the proposed concept design, and while this alone cannot resolve systemic spatial inequality, it may assist in improving spatial inclusion by increasing access to centrally located housing opportunities.</p> <p>At this stage, the concept design does not include predetermined or non-negotiable allocation quotas for ownership, rental units, or commercial floor space based on race, ethnicity, or heritage groups. The development approach is instead aimed at supporting greater socio-economic inclusion and spatial integration through the provision of a range of housing and commercial opportunities within a centrally located urban area.</p> <p>The proposal is at a concept design phase, and the inclusion of aspects that honor specific communities and First Nation recognition via specific integration points could be considered in the detailed design of the future development, once the site has undergone the disposal process.</p> <p>A Socio-Economic Impact Assessment has been undertaken for the proposed concept design and states that the proposed development will include affordable housing at a minimum of 20 per cent of residential units, allowing middle-income households an opportunity to live in an area where the market almost exclusively caters to high-income earners.</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>residential property (both ownership and rental) and the lease rates for retail spaces considered in this development. Without this, public engagement on the crucial component of affordability is purely theoretical.</p> <ul style="list-style-type: none"> • Process Transparency: For this to be a genuinely transformative development, the mechanisms of access must be transparent and fair. I formally request to be privy to the detailed processes and criteria of selection for: <ul style="list-style-type: none"> o Retail Business Registration/Leasing: How will small-to-medium enterprises (SMEs) owned by local HDIs, particularly those of Colored heritage, be identified and prioritized for these high-value commercial spaces? • Property Ownership and Rental Candidates: What system will be used to allocate the residential component to ensure a diverse, socio-economically integrated outcome that prioritises local citizens who have been excluded from the Atlantic Seaboard? This development must serve as a landmark example of spatial and economic redress. <p>I look forward to the City's detailed response to these critical questions.</p>		<p>It is important to note that affordable housing refers to housing catered at households earning up to R34 400 per month (as of 2025), which translates to a maximum rent of approximately R11 500 per month. Affordable housing is also considered in context of its surrounding area. Refer to Appendix G3 of the draft BAR for more details.</p> <p>The site is intended to be disposed to the open market via a competitive bidding process. While the City intends to ensure the provision of a mix of land uses, it has no control over the end user who is eventually permitted to trade from available retail/business space.</p> <p>The obligation to allow for a percentage of affordable housing units will be a condition of sale. The allocation and disposal or rental of these affordable units will however be market related.</p>
<p>Mariska van Logerenberg On behalf of Greenbro SA Via Website 11/11/2025</p>	<p>Greenbro offer heat pumps and hot water storage vessels - www.greenbro.co.za</p>		<p>Your comment has been noted.</p>
<p>Selwyn Shuman Via Website 11/11/2025</p>	<p>How will increased sewage pumping into the ocean be mitigated or prevented?</p>	Environmental	<p>Sewage generated within the immediate vicinity of the site gravitates towards the Green Point Marine Outfall. It is important to note that the proposed development would not discharge directly to the marine outfall system. The Green Point Wastewater Treatment Plant has confirmed sufficient capacity to accommodate the proposed development. The City has also received confirmation of sufficient capacity within the existing water and sewer networks to support the proposed development (see Appendix L2 of the draft BAR). Any future development on the site would be required to connect to and operate within the capacity and regulatory framework of the existing municipal sewer and wastewater infrastructure network, subject to approval by the relevant municipal engineering departments. The management, operation, upgrading, and permitting of the Green Point Marine Outfall and the broader wastewater treatment system fall under the jurisdiction of the relevant public authorities and associated regulatory processes, including environmental permitting and infrastructure planning frameworks. The outfall currently discharges screened effluent under an authorised marine discharge permitting framework and is reported by the relevant authorities to be operating within applicable permit conditions.</p>
<p>Caroline Marx On behalf of Rethinkhestink Via Website 11/11/2025</p>	<p>A package sewage plant should be a compulsory requirement. No more untreated sewage should be discharged into the Marine Protected Area.</p>	Environmental	<p>Refer to the response above which addresses the treatment of sewage associated with the proposed development.</p>
<p>Adam Behr Via Website 12/11/2025</p>	<p>Please see my general comment about this and any developments for the immediate area attached below. I will email you as your engagement form refuses to even upload a pdf or word, and will only take a single jpg, a fail.</p>		<p>[Responded to on 12 November 2025]:</p> <p>"Good morning,</p> <p>We acknowledge receipt of your comments, apologies for any inconvenience. The issue has been resolved on our end and you should be able to upload documents now."</p>
<p>Adam Behr Via Email 12/11/2025</p>	<p>Good day, your online form here: https://www.infinityenv.co.za/engagement failed to allow any pdf or word doc to be uploaded, it would only allow ONE jpg and since most documents are more than one jpg this was also a failure, so cannot be used to upload any documents or comments unfortunately, this is a failure as a lot of people will give up and not comment because of the failure of basic IT. So, the public outreach for comments, which relies upon the ability to upload comments and does not give any other options, has failed to operate from</p>	Public engagement	<p>[Responded to on 12 November 2025]:</p> <p>"Good morning,</p> <p>We acknowledge receipt of your comments, apologies for any inconvenience. The issue has been resolved on our end and you should be able to upload documents now."</p>

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	<p>the start and therefore the entire process of soliciting public commentary cannot function.</p> <p>I am attaching my comments here. Please acknowledge receipt, you are welcome to contact me if you have an actual working upload form for re-submission if required, or if you need any other feedback.</p> <p>[Email attachment:]</p> <p>Turning Green Point into a Creative & Entrepreneurial Hub</p> <p>1. Introduction: A City Built on Ideas, Not Just Buildings</p> <p>In line with Mayor Geordin Hill-Lewis's vision of Cape Town as a jobs-focused and entrepreneur-friendly city, this submission proposes that the Three Anchor Bay mixed-use development be reimagined as a Creative and Entrepreneurial Hub. Having lived beside Vancouver's False Creek, I witnessed how intelligent mixed-use planning transformed an under-utilised industrial space into a safe, thriving innovation district that directly stimulates employment, tourism and investment.</p> <p>2. Green Point & Mouille Point: Job-Creation Engines</p> <p>Green Point and Mouille Point are among Cape Town's most vibrant creative micro-economies. Residents are not just homeowners—they are job creators: freelancers, restaurateurs, designers, coders, and innovators who sustain thousands of jobs across the hospitality, service, and cultural sectors. Protecting this community from disruption is essential to retaining its economic contribution.</p> <p>3. How Poor Municipal Management Undermines Growth</p> <p>Ongoing event noise, traffic congestion, and poor enforcement in and around the Green Point Stadium precinct have made the area increasingly unworkable for entrepreneurs and residents alike. Events often exceed noise limits, roads remain blocked, and cleanup and safety protocols are inconsistently applied. These disruptions deter business activity, damage the city's image, and erode investor confidence. Poor management of public space actively undermines job creation and the Mayor's stated employment objectives.</p> <p>4. Global Models for Inspiration</p> <ul style="list-style-type: none"> • Vancouver's False Creek – transformed into a creative waterfront employing over 15,000 people. • Barcelona's 22@ District – 200 hectares of factories converted into 4,500 companies and 56,000 jobs. • Amsterdam's NDSM Wharf – a former shipyard turned sustainable arts and tech zone hosting over 100 enterprises. Each demonstrates how smart mixed-use development and cultural infrastructure can generate lasting employment and urban renewal. <p>5. Blueprint for a Creative & Entrepreneurial Zone</p> <ul style="list-style-type: none"> • Introduce special live-work zoning that qualifies for municipal or SARS-linked tax rebates and credits. • Develop safe, walkable green corridors and outdoor innovation areas. • Replace unmanaged festivals with structured innovation expos, design fairs, and creative markets. • Form a Creative Governance Council including residents, SMEs, and city officials. • Maintain a clean, secure environment—safety and predictability are prerequisites for creativity and innovation. 		<p>1. The proposed design concept for a mixed-use development aligns with this point as it intends to activate an underutilised space and is expected to offer employment opportunities, stimulate tourism and investment.</p> <p>2. The proposed concept design is expected to generate positive socio-economic benefits through r employment opportunities, contributions to GDP and production, an increase in household income and skills development during both the construction and post-construction phases of the development. No disruption to surrounding communities in terms of economic contribution is anticipated. Please refer to Appendix G3 of the draft BAR for more information.</p> <p>3. Concerns regarding event noise, traffic congestion and poor enforcement are acknowledged. The proposed concept design is not expected to contribute negatively towards event-related impacts. The proposed mixed-use development aligns clearly with the City's objectives for the site, earmarked in the Table Bay District SDF (2023) for residentially led development and civic use. The provision of residential space in close proximity to economic opportunities is a key objective in the City's planning frameworks.</p> <p>4. The Global Models are acknowledged.</p> <p>5. The proposed concept design includes green and pedestrian networks (see Appendix L1 of the draft BAR). The green network builds on existing site conditions and environmental informants to establish a connected landscape framework that integrates the proposed development with its surrounding context, including the adjacent promenade. The pedestrian and public space will be enhanced through sensitive upgrades to the civic forecourt, activation of a retail edge, inclusion of internal green space, strengthening existing routes, crossings and connections through the site linking to surrounding public spaces.</p>

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	<p>6. The Coming AI Employment Disruption AI automation is replacing millions of low- and mid-level jobs in administration, retail, hospitality, and logistics. Traditional affordable housing models risk becoming obsolete as these income sources vanish. A shift toward affordable live-work creative units enables residents to generate income independently and sustainably.</p> <p>7. Hidden Cost Burden of 'Affordable Housing' in High-Income Areas While units may be labelled 'affordable,' daily life in a premium area like Mouille Point or Green Point is not. Basic consumer goods and services are priced for high-income earners. For example, a cappuccino averages R35–R47 locally versus R14–R20 in working-class areas. This discrepancy applies to groceries, parking, and daily expenses—rendering the 'affordability' label meaningless without attached income opportunities.</p> <table border="1" data-bbox="412 695 1210 919"> <thead> <tr> <th>Area / Venue</th> <th>Drink</th> <th>Price (R)</th> </tr> </thead> <tbody> <tr> <td>Sea Point / Mouille Point – Bootlegger</td> <td>Cappuccino</td> <td>47</td> </tr> <tr> <td>Green Point Urban Park – Park Café</td> <td>Flat white</td> <td>35</td> </tr> <tr> <td>Khayelitsha – Siki's Koffee Kafe</td> <td>Coffee + Cake Combo</td> <td>50 (~25 per drink)</td> </tr> <tr> <td>XPRESSO (value chain)</td> <td>All coffees</td> <td>14</td> </tr> <tr> <td>Mitchells Plain – Kauai (mall outlet)</td> <td>Cappuccino</td> <td>43</td> </tr> </tbody> </table> <p>8. Redefining Affordability: From Shelter to Self-Employment</p> <ul style="list-style-type: none"> • Prioritise affordable access for creators, freelancers, and micro-business owners. • Offer tax or rental incentives for tenants who provide local employment or training. • Encourage creative clustering: homes that double as business premises under unique live-work zoning. • Launch a Green Point Innovation Rebate Scheme for measurable job creation. • Establish this precinct as a pilot site for innovation-linked zoning that attracts domestic and international investment. <p>9. The Promenade: A Lifeline That Must Be Safe 24 Hours a Day The Sea Point–Green Point promenade is the economic and cultural backbone of the Atlantic Seaboard, yet it currently suffers from persistent safety and cleanliness issues. Aggressive vagrancy, litter, vandalised infrastructure, and poor lighting have eroded public confidence. A truly world-class city demands a promenade that is safe and welcoming day and night. The City must implement constant patrols, full lighting, CCTV, and zero-tolerance enforcement, supported by dedicated maintenance teams. Cleanliness, safety, and order are the foundation of both community life and sustained job creation.</p> <p>10. Conclusion & Recommendations The Three Anchor Bay mixed-use development offers Cape Town the opportunity to lead with innovation, not congestion. By embracing creative zoning, tax incentives, and public-safety reform, Green Point can become a model innovation precinct. Affordable housing without opportunity traps residents; live-work innovation zones empower them. The City must shift from reactive event management to proactive creativity—building a future where safety, innovation, and job creation define the Atlantic Seaboard.</p>	Area / Venue	Drink	Price (R)	Sea Point / Mouille Point – Bootlegger	Cappuccino	47	Green Point Urban Park – Park Café	Flat white	35	Khayelitsha – Siki's Koffee Kafe	Coffee + Cake Combo	50 (~25 per drink)	XPRESSO (value chain)	All coffees	14	Mitchells Plain – Kauai (mall outlet)	Cappuccino	43		<p>6. The issue of AI employment disruption is noted. The proposed concept design includes residentially led development including the provision of market-led affordable housing.</p> <p>7. A Socio-Economic Impact Assessment has been undertaken for the proposed concept design and states that the proposed development will include affordable housing as 20 per cent of residential units, allowing middle-income households an opportunity to live in an area where the market almost exclusively caters to high-income earners. It is important to note that affordable housing refers to housing catered at households earning up to R34 400 per month (as of 2025), which translates to a maximum rent of approximately R11 500 per month. Affordable housing is also considered in context of its surrounding area. Refer to Appendix G3 of the draft BAR for more details. Furthermore, the affordable housing component responds to the City's stated objective of spatial integration through the provision of a range of residential opportunities within a diverse mixed-use urban precinct.</p> <p>8. The mixed-use nature of the proposed development includes affordable housing, residential space located in close proximity to economic opportunities associated with the city's CBD and is expected to attract domestic and international investment.</p> <p>9. The proposed mixed-use development of the currently underutilised site is anticipated to contribute positively to passive surveillance, activity levels, and overall perceptions of safety within the surrounding urban area by increasing consistent day- and night-time occupancy.</p> <p>10. The proposed concept design aligns with this comment, intending to create a safe, innovative environment that meets community needs and offers residential space close to employment opportunities.</p>
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Leslie Petrik On behalf of University of the Western Cape Via Website 12/11/2025	The increased pressure that these excessive developments place on city infrastructure and services has not been properly factored into the urban planning and as resident of Cape Town my concern relates to congestion in the city increasing. Also, the increase in traffic etc without adequate interventions in the adjacent suburbs to prevent impacts from touristic influx. The sanitation system is not self-sufficient, and all sewage and brines are released untreated into the marine environment, through marine outfall pipes. Cape Town is in a water scarce region, and the city is now running short of conventional water supplies, especially exacerbated by overconsumption from tourists who do not contribute to the excessive rates charges that residents already are overburdened by.	Traffic, environmental & services	<p>A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>Sewage generated within the immediate vicinity of the site gravitates towards the Green Point Marine Outfall, It is important to note that the proposed development would not discharge directly to the marine outfall system. . The Green Point Wastewater Treatment Plant has confirmed sufficient capacity to accommodate the proposed development. City has also received confirmation of sufficient capacity within the existing water and sewer networks to support the proposed development (see Appendix L2 of the draft BAR). Any future development on the site would be required to connect to and operate within the capacity and regulatory framework of the existing municipal sewer and wastewater infrastructure network, subject to approval by the relevant municipal engineering departments. The management, operation, upgrading, and permitting of the Green Point Marine Outfall and the broader wastewater treatment system fall under the jurisdiction of the relevant public authorities and associated regulatory processes, including environmental permitting and infrastructure planning frameworks. The outfall currently discharges screened effluent under an authorised marine discharge permitting framework and is reported by the relevant authorities to be operating within applicable permit conditions.</p> <p>The recommendations listed in the Civil Services Report (Appendix L2 of the draft BAR) include integrating rainwater harvesting for non-potable use (irrigation, WC flushing, cleaning) and the installation of low-flow fixtures and water-efficient landscaping to reduce peak demand. Compliance with CoCT's "Guidelines for Alternative Water Installations", particularly backflow prevention, is necessary.</p>
Hugo Lambrechts On behalf of FNAG Via Website 12/11/2025	Concern over Library and Community Center.	Heritage	The library and civic centre will be retained and incorporated into the development with sensitive upgrades to the buildings, where appropriate, to improve their functionality while respecting their heritage significance. The proposed concept design allows these buildings to continue serving as accessible public spaces.
Samantha Walt Via Website 12/11/2025	I'm concerned that you are removing all facilities from Sea Point. The library, which I frequent weekly and is always filled with scholars, the bridge club, the hall where eistedfords take place and the Xmas market. You are removing community spaces. Why take this away from residents!! I'm deeply saddened and all will feel the loss. The initial proposal left the library in place, but it seems profit an always wins!	Heritage & public space	Key heritage resources on the site, including the library and civic centre, with its forecourt will be retained and incorporated into the proposed development. These heritage buildings are proposed to be sensitively upgraded, where appropriate, to improve their functionality while respecting their heritage significance, allowing these buildings and forecourt area to continue serving as accessible public spaces. No other buildings on the site are of sufficient heritage value to warrant their retention.
James Badenhorst Via Website 12/11/2025	What is the city doing about the traffic. Sea Point residents already cannot get anywhere. Everyone in this city already cannot get anywhere and now you want to add block and block and blocks of flats all with cars. Where will the park. What is the city doing. It takes me 20 min to drive 1km any direction in Sea Point, what is the city doing about increased traffic?	Traffic, parking	<p>The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development.</p>
Brandon Barwise Via Website 12/11/2025	To whom it may concern Everyone will be rightfully complaining about potential traffic issues and the lack of sufficient public transport (such as trams and more buses) as well as not wanting more boring skyscraper apartment blocks. You will also need 24h security no matter what you build. I wish to propose an idea.	Concept design	<p>The site and surrounds are well connected with public transport including MyCiti buses, minibus taxis and Golden Arrow Buses. The proposed building mass and heights have been determined with consideration of visual impact, architectural and heritage significance. Furthermore, the proposed mixed-use development of the currently underutilised site is anticipated to contribute positively to passive surveillance, activity levels, and overall perceptions of safety within the surrounding urban area by increasing consistent day- and night-time occupancy.</p> <p>The proposed concept illustrates that three levels of basement parking can be accommodated</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>Turn it into a market square with underground parking. This would also encourage a potential future metro system. Automate a gate for the parking that closes and locks at 2am and opens at 5am.</p> <p>For the majority of the area, build buildings around the perimeter with only a few archways to enter and exit the square from the street. Make the buildings up to 5 stories tall. Make the facades have a classic yet modern architectural feel (like they did in Le Plessis-Robinson, Heulebrug and Weesperluis) while incorporating our local history and cultures (like Cayalá in Guatemala https://www.youtube.com/watch?v=wrnAsMSwGbg).</p> <p>For the contents of the buildings, you should make them mixed-use. Have the first floors (ground level) be restaurants, bars and shops. Or you can make them just pubs (like Oude Markt in Leuven, Belgium). They must have outdoor spaces for people to bring their dogs while eating at the restaurants and pubs. Then from the second or third floor upwards, make apartments. Encourage and enable most of the employees in the square to live in these apartments. This should potentially alleviate lots of the potential traffic issues.</p> <p>You can incorporate the existing buildings into the design as they are and possibly make them features. You could create 2 or more squares separated by a building on a colonnade.</p> <p>To encourage people to come late at night, have projections on the walls (like the Gent light show) and festive markets. You could also do something like Vlaanderen Zingt (https://www.youtube.com/user/Vlaanderenzingt)</p> <p>To prevent crime, have windows facing outwards into the road and make the entrances rounded so you can see if anyone is waiting to mug you. You could also use the beach facing entrances to have a bridge to the promenade.</p> <p>There are also the buried rounded buildings all over Southern Africa that can be used as inspiration for a unique architectural design. The architecture should incorporate Cape Dutch, Victorian (V&A Waterfront) and Bo-Kaap features, while being modern. It should preferably not blend in with all the apartments around the site. It should be iconic and Capetonian. I hope you find this idea plausible and economically viable. It would make maximum use of the prime location while being aesthetically pleasing to current residents and alleviating the traffic issue.</p> 		<p>Much of the proposed concept design aligns with your recommendations (refer to Appendix L1 of the dBAR):</p> <ul style="list-style-type: none"> - Sensitive design and massing to connect with surrounding developments - Mixed-use development inclusive of retail and green spaces - Inclusion of the library and civic centre buildings into the concept, with potential architecturally sensitive upgrades where appropriate. <p>As described above, the proposed mixed-use development of the currently underutilised site is anticipated to contribute positively to passive surveillance, activity levels, and overall perceptions of safety within the surrounding urban area by increasing consistent day- and night-time occupancy.</p> <p>The detailed design of the future development of the site will need to take architectural sensitivities into consideration, and any extensions or upgrades to the existing library must be undertaken by a heritage architect with suitable experience in modernist buildings.</p> <p>Optimising the signal phasing and timings would improve intersection operations and spare capacity in the surrounding road network is expected according to the TIA (Appendix G4 of the draft BAR).</p>
<p>Mahesh Deva On behalf of Old Mutual Life Assurance</p>	<p>Interested at housing opportunities and what is being offered for land claim purposes for purchase by the state.</p>	<p>Affordable housing</p>	<p>The concept design for the proposed development includes the provision of market-led affordable housing but is not being proposed for land restitution or reform processes.</p>

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Company (SA) Ltd Via Website 12/11/2025			
Ute Kuhlmann Via Email 13/11/2025	<p>Thank you for putting the OpenDay posters online. We are unable to attend the OpenDay today.</p> <p>In order to be able to comment, please clarify</p> <p>1. Where we can find the Information Document? The FAQ poster says ""The feedback received below has informed the proposed concept design, and responses can be found on the FAQ poster and in the Information Document." Can you please let us have a link to it.</p> <p>2. We are looking for more information on the Affordable Housing point in the FAQ document: Clarification on definitions: "affordable," "low-cost," and "social" housing. Questions on target groups (middle-income vs low-income), Where can we find those clarifications?</p> <p>3. The Property Market Trends poster mentions twice that middle income/ "affordability is highly relative". What does that mean?</p> <p>4. Town Planning proposals2.pdf refers to 3 scenarios for the Development Yield Scenario. Where are those 3 scenarios described/explained?</p>	Property market, town planning & affordable housing	<p>1. The Open House Posters and FAQ can be found on Infinity Environmental's website at: www.infinityenv.co.za/3anchorbay</p> <p>2. The concept design for the proposed development includes residentially led development including the provision of market-led affordable housing.</p> <p>3. Affordable housing refers to housing catered at households earning up to R34 400 per month (as of 2025), which translates to a maximum rent of approximately R11 500 per month. Affordable housing is also considered in context of its surrounding area, making it highly relative. Refer to Appendix G3 of the draft BAR for more details.</p> <p>4. The calculation of the different development scenarios was illustrative of the number of units that can be achieved with different unit typologies (sizes) and assuming a different mix of these typologies. Scenario 1: illustrates the total number of units if more if less studios and more 2 & 3 bedroom units (43%) are included in the final development mix (resulting in a lower total number of dwelling units). Scenario 2: illustrates the total number of units if a more balanced mix of unit sizes are selected: 20% studio 45% one-bed and 35% 2&3 bed units). Scenario 3: illustrates the total number of units if a greater percentage studios are included and less 2&3 bedroom units resulting in a greater total number of dwellings. It must be noted that a feasibility assessment will inform future development parameters that will be formulated. The aim in the poster was to illustrate overarching principles so that the appropriate development parameters can be formulated that would achieve the desired development outcomes.</p>
Theuns Kuhn Via Website 12/11/2025	Cape Town traffic and congestion is already too high. Please no more residential buildings. Sky train is needed here.	Sky train	<p>The City of Cape Town has no plan to extend a rail service to the Atlantic Seaboard. The Atlantic Seaboard is well served by existing MyCiti services, which connect the site with the Waterfront and the CBD. The proposed development will further support existing road-based public transport operations within the receiving area.</p> <p>The Sky Train proposal is not an activity alternative considered under this Basic Assessment. The Sky Train is a metropolitan-scale infrastructure concept that falls entirely outside the scope of a site-level Basic Assessment for a mixed-use development. The selection and planning of any future rail terminus would require its own dedicated transport feasibility study and environmental assessment process, with separate rounds of public participation, and must be considered within the framework of the City's Comprehensive Integrated Transport Plan (2023-2028).</p> <p>The City of Cape Town, as the applicant, has no current plan to extend a rail service to the Atlantic Seaboard. The site is well served by existing MyCiti bus services, with two stops directly adjacent to the site on Main Road. The Sky Train concept has not been adopted by any competent authority, has no approved funding, and does not form part of any adopted metropolitan transport plan. The site's planning designation under the 2023 Table Bay District Spatial Development Framework provides for high-density mixed-use development and a civic cluster, not for transport infrastructure of this nature.</p> <p>The proposed mixed-use development does not preclude future improvements to public transport in the area. Should any metropolitan transport proposals be taken forward through the appropriate planning and approval processes in future, the development of this site does not prevent their consideration.</p>
Simon Winter Via Website 13/11/2025	I would prefer to see the site used as a train terminus as per the attached concept design: https://www.facebook.com/share/v/1A14RkYsQc/		
Adri van der Merwe On behalf of Jebeko Agricultural Marketing (Pty) Ltd Via Website 17/11/2025	In the development stage, part of the land must be allocated to a train station site. The city must try to keep cars out of the CBD while people must have easy access to the CBD by train. Cape Town is around the 4 th most congested traffic city in the world. We can do something about that. The time is now.		
Bhavish Sivram Via Website 18/11/2025	A train terminus should be included on the 4.5ha Three Anchor Bay Mixed-Use Development. The route will link Cape Town International Airport, Woodstock, the CTICC (and Cruise Terminal), DHL Stadium and Sea Point, with a world class express rail link creating an air-land-sea transportation corridor.		
Eugene Pienaar Via Website 18/11/2025	I owe 4 Glengriff and will be affected by this train/development. It will have a positive impact on the area.		

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Michael Selley Via Website 19/11/2025	This is a superfluous vanity project. A more valuable and economically sensible project would be to build a rail link from central Cape Town to Atlantis, with stations in Milnerton, Table View and Melkbosstrand, connecting to bus/taxi links. The city is expanding to the north, not the south. Get your priorities right!		
Hippo Zourides Via Website 29/11/2025	Cape Town needs this CapeTrain urgently. As an avid Gautrain user, I know the benefits of such a system, albeit somewhat expensive, but very necessary.		
James Badenhorst Via Website 20/11/2025	YES YES YES YES YES. Cape Town's biggest problem is traffic. Stop building more apartments when you are not building roads or transport. YES		
Vivian Viljoen Via Website 20/11/2025	This project is vitally important to keep Cape Town a futuristic town where you can keep people moving quickly and keeping with the times. This will increase tourism and keep it flowing.		
Corrie Froehlich Via Website 20/11/2025	Future Expansions to: Muizenberg, Somerset West and New Winelands airport directions please.		
JJ Heilbron Via Website 20/11/2025	I believe this is the logical next step not only to connect CPT to the city in an environmental friendly manner but also to address the increasing congestion in and to/from the CBD.		
Alistair Mackay Via Website 20/11/2025	I really believe the elevated train link proposal is so necessary. Congestion in Cape Town is getting completely out of hand, and when I saw there was a proposal for a train link through to Sea Point (with a station in the new mixed-use development) it struck me as exactly the right thing. Turning Cape Town into a proper international city.		
Vanessa Mariola Via Website 21/11/2025	I would rather use the CapeTrain than a car or a bus.		
Clive Barwise Via Website 21/11/2025	And why not carry it on to Camps Bay and maybe Houtebay.		
Derek Krasser On behalf of Wickwire (Pty) Ltd Via Website 21/11/2025	Great concept. A future design should include a ring around the CBD – allow for easy movement between Kloof, Roeland, Foreshore and Buitenkant. All elevated. The CT congestion is hectic. Looking into Ross's excavations, the ground is equally congested with services, so an underground system would be challenging within itself. In addition to the services, the nature of soil would more than likely drive up the project cost. Elevated is the way to go!		
Dominic Edonga Via Website 21/11/2025	I strongly advocate that the final Development Framework and the subsequent Request for Proposal (RFP) for the site must mandate the incorporation of a dedicated terminus for the proposed Cape Town Sky Train rapid transit system. The current proposal for a high-density mixed-use development, as envisioned for this prime transit-oriented site, will inevitably increase vehicular traffic and put immense pressure on already strained road networks in Green Point, Sea Point and the greater Atlantic Seaboard. The Cape Town Sky Train, an elevated rail project running from Woodstock to Sea Point via the Foreshore freeways, offers a unique and high-impact solution to this congestion and is critical for the area's long-term sustainability.		
Pontso Moletsane Via Website 24/11/2025	I think it is a great initiative. Perhaps consider a value proposition of being speedy compared to the standard train ride and being process as such. Perhaps a Gautrain-esque speed and pricing model, and then absorb some of the public transport owners to upgrade to auxiliary bus services to places		

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	close to the samtations but not near the station for development. The airport stream can be more expensive. Bombardier did a good effort with Gautrain, this one can be modelled on a similar vision and as someone who neither lives in Western Cape nor Gauteng full time, the rapid nature and accessibility of such a service makes travelling using public transport more accessible. Lastly, it must be adaptable for future development for rapid transit that can be provincial, for example, there are rumours of a Gautrain-esque train model that can go all the way to Musina near Zimbabwe, so why not plan ahead for phasing out something that can go from Cape Town all the way to Johannesburg via Bloemfontein? It is also not uncommon to have such in many first world economies so maybe as a developing nation SA can table such a fast train corridor. These are my imaginings as a traveller.		
Carol Ramsay Via Website 25/11/2025	Support a train station at Three Anchor Bay.		
Deon Cloete On behalf of Cape Winelands Airport Via Website 27/11/2025	Progressive project that will future proof the City. A link to Cape Winelands Airport should be included.		
Haumann van der Spuy Via Website 29/11/2025	I believe this development will be a good thing for the city and is part of the solution to Cape Town's traffic problems.		
Simon Rosa Via Website 29/11/2025	Even though not permanently living in Greenpoint but spending 2-3 months living in the area per year and knowing about the positive impact such projects can have from around the world. I'm very much in favor and promoting this project. Make a bold move to fight congestions, ease access and boost tourism!		
Spencer Tobi Via Website 29/11/2025	This is an essential project. All major cities have direct links from the airport to city. This is in the interest of public safety and reducing traffic incidents.		
Michael Lee Via Website 29/11/2025	Think it is a brilliant idea and will help both create jobs, alleviate congestion as well as make it easy and smooth for commuters to move around.		
Johan Jooste Via Website 30/11/2025	I believe that the (sky) train terminus should be included as part of this development in Three Anchor Bay. An efficient transit system will benefit many more people that a couple of "affordable" housing units.		
Willem Myburgh Via Website 30/11/2025	I believe a train terminus should be included on the 4.5ha Three Anchor Bay Mixed-use development site to enable this rail project.		
Penny Ahrends Via Website 30/11/2025	This train starts at the Airport ends in Green Point.		
Lynne Copley Via Website 30/11/2025	I think the idea of a station here for a sky train is brilliant! It should help to alleviate the constant congestion and also make things easier for tourists. Would be great to avoid the hell run on the N2.		
Chantal Pelsier Via Website 01/12/2025	YES! YES! YES! Cape Town needs a "Gautrain".		
Judi Rebstein	Would like to support the CT Sky train proposal.		

Comment by & date received	Comments/concerns/questions	Theme	Response
Via Website 12/01/2025			
Wendy Steytler Via Website 01/12/2025	I think the sky train would be an excellent addition to Cape Town. All major cities in the world have trains linking the airport to the town center, it would be great if Cape Town implemented this too!		
David Bernhardt Via Website 01/12/2025	Please include the sky train in the Three Anchor Bay mixed use site.		
Samuel Minnaar Via Website 02/12/2025	I believe a train terminus (including for example "sky trains" or trams) should be included on the Three Anchor Bay mixed-use development site.		
Leslie Williams Via Website 02/12/2025	The whole part is missing. From Edgemoed to Fassantekraal to Kraaifontein.		
Rosemary Jamieson Via Website 02/12/2025	Great idea. What about Somerset West? Should be doable if there is a station at the airport – huge numbers travel by road all day everyday.		
Godfrey Mokaeano Via Website 03/12/2025	I think this is a brilliant concept. Mobility in the city is in much needed improvements. However, I do believe a much more integrated, thoughtfully planned "Human Mobility" with future planning/proof can be achieved, including accommodating housing (TOD) and connecting key city points with mobility and energizing those precincts. I (including my company) would be very interested in partaking in some kind of peer review platforms to support this being done properly. Either way, I am thrilled that the CCT is getting on with this project.		
Daiyaan Halim Via Website 03/12/2025	The proposal by the city will just add to an already congested neighbourhood. It also just more of the same. The development as intended by the City should not go ahead. The proposal for a train linking Sea Point and the Stadium to the CTICC and Woodstock just makes for more sense and it's in line with international cities. The alternative project with a train has vision.		
Robert Ramsay Via Website 03/12/2025	I support the Cape Town Sky Train Terminus being included on this 4.5ha Three Anchor Bay site. The area is badly affected by traffic and the long-term consequences of not correcting this problem with quality transport (rail) will be many years of pain for Cape Town residents.		
Stiv Samuel Via Website 03/12/2025	The need for urban densification is understandable, if not imperative for the City of Cape Town. But it should not be simply densification without a view towards an efficient, future-ready city. More mixed-use (read: expensive apartments atop yet more mall space) developments ultimately only enrich the developers and often fall short of serving the greater community of the city. Moreover, they ignore the very real problem of indirectly promoting the addition of yet more cars to the urban network, by not actively encouraging interaction, implementation, and wide-scale use of truly public transport systems. The proposal to create a Cape Town Sky Train Terminus on the three Anchor Bay site would be a very good first step toward establishing an efficient, high-speed, world-class rail commuter network that could supplement existing rail infrastructure in the city. Phased expansion of the proposed Sky Train would see it integrated with existing routes, ultimately servicing a very broad cross-spectrum of Cape Town residents. As a first step, the establishment of a sky train travelling on an elevated route following the unfinished elevated freeways of the foreshore with showcase stations at the Cape Town International Airport, Cape Town International Convention		

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	Centre, V&A Waterfront, Cape Town Stadium, and ultimately the proposed Three Anchor Bay Terminus, would serve as a catalyst in promoting public transport use among current private vehicle users - making the use of broad-scale public transit infrastructure fashionable. Considered use of the Three Anchor Bay site as a transport terminus (plus attendant facilities that could also include housing and small businesses), as well as the other commuter locations that would become part of the sky train network, would then ultimately contribute more holistically to desirable urban densification in Cape Town.		
Laith Edwards Via Website 04/12/2025	Great use. Improved transport will serve the country well.		
Joshua Saxe Via Website 04/12/2025	Incorporating a transport hub into a development is a major benefit for Cape Town. It improves connectivity, reduces travel times and makes the area more accessible for residents, workers and visitors. It also helps ease traffic congestion, supports public-transport use, and boosts local economic activity by increasing foot traffic. Overall, a transport-integrated development strengthens urban mobility and contributes to a more efficient, connected and sustainable Cape Town.		
Elmarie Nel Via Website 04/12/2025	I 100% support the Train skybridge.		
Jonah Zilberg Via Website 04/12/2025	This is exactly what the CBD needs. This city will become a more unattractive destination if COCT does nothing to improve public transport. There is no more space on the roads to keep building without improving infrastructure!		
Blythe Scorgie Via Website 04/12/2025	To me, the Cape Town Sky Train in its totality: design, implementation and operation, is a no brainer. Yes, there will be an initial impact on existing traffic and infrastructure, but in the long run, I can only see benefits to the city.		
Emilia Errera Via Website 04/12/2025	I support the flytrain concept. Will bring far more economic benefits for everyone and will ease traffic.		
Reece van Eden Via Website 04/12/2025	I agree that the sky train project will ease congestion. A functioning rail system in a densely populated CBD is the spine of any worthwhile city worldwide.		
Glenda Driemeyer Via Website 05/12/2025	I support the proposed Sky Train development in Three Anchor Bay.		
Ant Smith Via Website 05/12/2025	Elevated road or rail is unnecessary and leads to decay under the elevated sections.		
Johnny Snyman Via Website 05/12/2025	I totally support this, we have a huge traffic problem and this will make all the difference.		
Steven Theron Via Website 05/12/2025	I believe a train terminus should be included on the 4.5ha Three Anchor Bay Mixed-Use Development site to enable the Cape Town Sky Train project.		
Wayne Lazo Via Website 05/12/2025	I am for the development of a rail link from CTIA and more rail links to reduce road traffic.		

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Deleen-Marie Verwey <i>Via Website</i> 05/12/2025	The current infrastructure makes travelling as far as 5km between town and Sea Point take up to 40 min, too much traffic and no where to park. Migrating the city to a City with better public transport will eliminate that issue.		
Herman Pretorius <i>Via Website</i> 06/12/2025	All major cities in the world have good public transport and infrastructure in Cape Town is invested in need of such and this we need this development as a matter of urgency, to improve traffic flow and to become more of a leading city in the world.		
Anthony Boden <i>Via Website</i> 06/12/2025	This project would be fantastic, especially once the initial line is set up and then run parallel to the N2 to connect Somerset West Stellenbosch and Strand.		
Rayne Callaghan <i>Via Website</i> 07/12/2025	International cities require international solutions! Let's cut down the headache and embarrassment of constant traffic and have more infrastructure that supports development!		
Gareth Ramsay <i>Via Website</i> 07/12/2025	<p>The site should make provision for a train terminus as the last large available piece of developable land in the Atlantic Seaboard. Current transport plans do not make any provision for mass public transport solutions to this part of the city even though it is experiencing densification and increased visitor numbers due to tourism and events. The site need to seriously consider the Cape Town Sky Train concept with a terminus on this site as part of the mixed-use development plan to enable a rail service to extend from the existing network to this part of the city.</p> 		

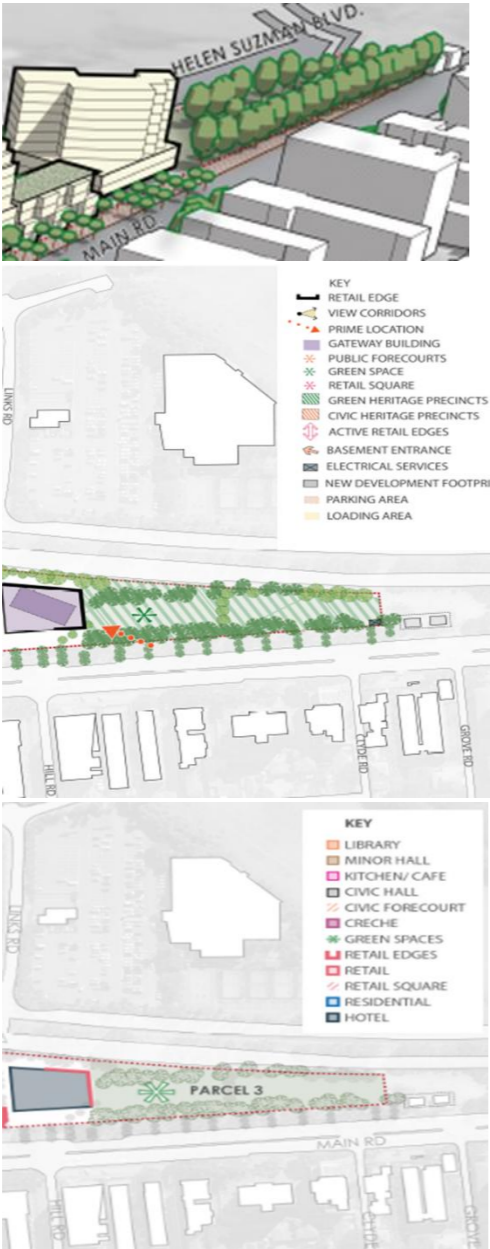
Comment by & date received	Comments/concerns/questions	Theme	Response
			
Lenelle van der Merwe <i>Via Website</i> 07/12/2025	This concept development plan should include provision for a train terminus to enable the Cape Town Sky Train project to become a reality because this is the only solution for Cape Town's traffic and congestion problems.		
Mignon van der Merwe <i>Via Website</i> 07/12/2025	I want provision to be made for a train terminus to be included in the concept development plan for the Three Anchor Bay mixed use development site, to enable the proposed Cape Town SkyTrain proposal. I believe this will help with traffic congestion in the city.		
Michelle Beneke <i>Via Website</i> 08/12/2025	I come from Gauteng. Gautrain works well but the elevated part of the train - even in Centurion - is not great. It will reduce property prices in Cape Town, and we've spent a lot of money on a very small property only for our view to be eliminated by a sky train. May as well have stayed in Midrand if that is the case. My understanding is the commute from the northern and southern suburbs. Fix that first. Gautrain is expensive and not within the reach of ordinary South Africans. It's still cheaper for most people from Pretoria to drive in and has done very little to alleviate the congestion. Also, improve law enforcement on the highways - fine people who drive 40km/h in the fast lane, fine people who cross red robots (it's crazy here in Cape Town) and educate people to drive with intent. Half the traffic in Cape Town is attributable by driving slow on the highway (and I don't mean speeding - just try and drive the speed limit).		
John Mantell <i>Via Website</i> 08/12/2025	The site should make provision for a train terminus to form part of the mixed-use development site to enable the proposed Cape Town Sky Train as current transport plans do not make any provision for mass public transport solutions to this part of the city even though it is experiencing densification and increased visitor numbers due to tourism and events.		
Masixole Ndamandama <i>Via Website</i> 09/12/2025	Sky train initiative support.		


Comment by & date received	Comments/concerns/questions	Theme	Response
Richard Minns Via Website 13/11/2025	I feel that the existing library building should be retained in any advancement of plans for development of the overall site. It has specific architectural.	Heritage	The proposed concept design retains the Colin Eglin Library and Sea Point Civic Centre as the cultural and architectural anchors of the site. These buildings are proposed to be sensitively upgraded, where appropriate, to improve their functionality while respecting their heritage significance and architectural integrity, allowing these buildings to continue serving as accessible public spaces.
	I would like to express my desire for the existing library building to be retained in any approved future development of the ERF. It has specific architectural merit that should be safeguarded.		
Talitha Finkay Via Website 13/11/2025	As a homeowner and resident directly affected by all development with no communicated planning for services, I am a concerned and interested rate payer.	Services	A Civil services Report has been compiled and appended to the draft BAR (Appendix L2), including confirmation received from the City of sufficient capacity within the existing water and sewer networks to support the proposed development. Internal infrastructure such as the 150 mm diameter sewer pipeline currently crossing the site is to be upgraded to a 200 mm diameter pipeline upon relocation to meet the estimated calculated sewer demand. The Electrical Report (Appendix L4 of the draft BAR) states that the proposed Three Anchor Bay development, with an estimated demand of approximately 6.7 MVA, is considered feasible from an electrical engineering perspective. The development will require new electrical infrastructure, including a substation and feeder connections. A new substation will be constructed and fully commissioned prior to any decommissioning activities. Once all loads have been successfully transferred, the existing substation will be deenergised, decommissioned, and demolished. Confirmation of capacity of the proposed point of connection (Mouille Point Substation) will be confirmed through further engagement with the city during subsequent project stages.
Dominique Hayward Via Website 13/11/2025	Sad to see the City of Cape Town once again doing away with open and public spaces in the spirit of their financial gain. There is so much you can do with this space to make it a meaningful community area- establishing buildings for housing is not one of them. Rather promote the use of the library, civic centre and perhaps establish another green space. Is it not correct that this area is to be protected along with the Green Point Park, into perpetuity? It would be a disappointment and an embarrassment to see the city overrule their own verdict.	Heritage & public space	<p>The proposed concept design retains the library and civic centre, and includes provision for a new ECD facility within the civic node of the site. Green and pedestrian networks are included in the concept design with the intention to link the site with its surrounds including the promenade, park and surrounding streetscape. Further details are provided in the draft urban design concept report, Appendix L1 of the draft BAR.</p> <p>Erf 2187, Green Point was originally part of the Erf 1056, Green Point, which constitutes the Green Point Common. In 2016, Erf 2187 was divided from Erf 1056, Green Point and the Green Point Urban Park was established on Remainder Erf 1056. Whereas the Conservation Management Plan for the Green Point Common (now a Provincial Heritage Site) refers to the land being granted on condition that it must be used solely for public recreational purposes, this condition is NOT reflected in the original Deed of Grant (a Crown Grant made to the Municipality of Cape Town) which dates to 1923. This has been confirmed by a conveyancer and town planner who studied the deed as well as the accompanying diagrams. A conveyancer certificate confirms that no such conditions exist either in earlier (pivot) deeds or in the Crown Grant. Subsequently, some endorsements were added to the deed of grant which limited new buildings, but these do not apply to the area of Erf 2187. In summary, Erf 2187 is not subject to perpetual land use restrictions in the title deed, and does not form part of the proclaimed Provincial Heritage Site. The 2010 planning conditions limit the extent of coverage permitted on erf 1056 to manage the overall objectives of Green Point Park.</p>
Tanya Templeton Via Website 13/11/2025	I strongly object to building heights and mass residential development.	Traffic, density, heritage, public space, services, concept design & visual	Your opposition to the proposed development has been noted.
	<p>[Letter attached:] Subject: Comment / Objection – Proposed Mixed-Use Development on Erf 2187, Three Anchor Bay Dear Sir/Madam, I am submitting this comment as a local resident and registered Interested & Affected Party regarding the draft concept for the redevelopment of Erf 2187, Three Anchor Bay, Green Point. This 4.5-hectare site sits at a rare threshold between sea, mountain, and city — a kind of urban “lighthouse” land that has always served as a communal breathing space. While I support thoughtful revitalisation of public land, I have significant concerns about aspects of the current proposal.</p> <ol style="list-style-type: none"> Building Height Restrictions 		
			<ol style="list-style-type: none"> The proposed building heights have been designed in compliance with the City of Cape Town's Tall Building Policy and Design Guidelines (2013) and considers the surrounding urban context in terms of scale, urban grain, and existing built form. At key locations on the site the building heights reach a maximum of 45 meters. These taller elements function as landmarks and visual markers along Main Road, framing important moments along the route and creating identifiable

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>I strongly object to the proposed maximum building heights shown in the "Town planning Proposals 1 concept plan. Specifically:</p> <ul style="list-style-type: none"> • General Business Zone 6 (GB6) <ul style="list-style-type: none"> - The maximum height for all buildings, including those along Helen Suzman Blvd, should be capped at 30 m, not the proposed 45 m. (Town planning Proposals 1 and 2 documents). A 45 m limit is out of scale with the surrounding Green Point / Sea Point context, will negatively affect mountain and sea view corridors, and will produce excessive overshadowing and canyon-like conditions. A max 30 m cap still allows meaningful development while maintaining contextual sensitivity. • Community Zone 2 (CO2) <ul style="list-style-type: none"> - The maximum height must be restricted to 18 m, not the proposed 30 m. Community zones should remain human-scaled and welcoming. A 30 m height is inappropriate for civic edges such as the library, civic hall, and public open space interfaces. An 18 m limit preserves sunlight protects the pedestrian realm and maintains the civic heart of the site rather than overwhelming it with bulk. <p>These height changes are essential to prevent over-intensification on a strategic public site and to ensure the area remains accessible, vibrant, and aligned with the surrounding built fabric.</p> <p>2. Loss of Public Open Space & Civic Character This site is currently zoned OS2 – Public Open Space and contains essential civic amenities. Intensifying the land with large-scale commercial and residential structures risks eroding the public realm and diminishing space that serves the community. Any redevelopment must prioritise maintaining generous, usable public open spaces and reinforcing — not undermining — civic identity.</p> <p>3. Heritage, Visual & View-Corridor Impacts The library and civic hall carry heritage importance, and the massing of new development must respond sensitively to their presence. The current proposed heights and bulk threaten to block or diminish key view corridors toward the ocean, mountain, and urban edges, which are part of the unique character of this precinct.</p>		<p>bookends within the urban structure. The visual impact assessment (VIA) undertaken indicates that the proposed 15m podium with taller towers of 30-45m in specific positions can be accommodated within the receiving environment without resulting in unacceptable visual impacts. The VIA states that building heights may reach up to approximately 45 meters along the Helen Suzman Boulevard frontage, where visual sensitivity is lower and where development assists in mediating the scale of the transport infrastructure.</p> <p>The rezoning application will include a maximum permitted height plan. The maximum height of the podium building will 15 meters from ground level, whilst taller towers of between 30 and 45m tall are proposed in specific positions. These proposed height limits respond to the prevailing urban form on the south side of Main Road and it is proposed that the height plan be made a condition of rezoning.</p> <p>2. The site currently serves no public recreational function other than the civic node, which includes the library and civic centre. The existing civic forecourt and buildings, which are recognised for their heritage significance, are retained and incorporated into the concept design. In line with the recommendations of the Heritage Impact Assessment (HIA), the civic forecourt is proposed to be sensitively upgraded to strengthen its role as an active public space (e.g. inclusion of outdoor seating and related amenities). Existing sports-related activities on the site are privately operated and are not publicly accessible. The civic node is to be rezoned as Community Zone (CO2), the existing library will be refurbished and extended, and a new Early Childhood Development (ECD) centre will be located next to the hall to further facilitate the clustering of community facilities and a safer drop-off facility.</p> <p>3. The proposal retains the library and civic centre as cultural and architectural anchors of the site. The buildings will be sensitively restored and upgraded to enhance functionality while maintaining their architectural integrity and will remain accessible to the public. In addition, the Visual Impact Assessment (Appendix G2 of the draft BAR) confirms that the proposed graduated massing approach reduces perceived bulk and retains key visual corridors, thereby maintaining a permeable urban structure. Viewpoint-based analysis indicates that residual visual impacts on these corridors are of low to medium significance.</p> <p>It is also worth noting that the nine-storey CPOA building located at the northern edge of the site, seaward of the civic node, presents a substantial visual and physical barrier, limiting both sightlines and pedestrian permeability in that area.</p> <p>Heritage / Visual & View-Corridor Impacts The existing civic cluster, including the library and civic hall, contributes to the identity and layered civic character of this precinct and should be treated as important structuring elements within any redevelopment response. Their significance lies not only in the architectural fabric itself, but also in their contribution to the broader civic landscape and public realm experience.</p> <p>From a visual perspective, the relationship between new development and this retained civic node requires careful calibration to ensure that the civic buildings remain legible, appropriately scaled, and spatially distinguishable within the broader composition, rather than being visually overwhelmed by adjacent development. Attention should therefore be given to the immediate interface in terms of height transition, setback, massing articulation, and the quality of adjoining public space.</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>4. Traffic, Access & Infrastructure Strain The site is bordered by high-pressure roads (Main Road, Helen Suzman Boulevard, Three Anchor Bay Road). Without clear and prior upgrades to traffic flow, pedestrian safety, and engineering services, additional density will worsen congestion and place strain on existing infrastructure.</p> <p>5. Symbolic Framing This land feels like a threshold — a meeting place of elements and energies that cannot simply be treated as another high-density development block. It is a gateway into Sea Point and a familiar landmark for residents and visitors alike. What happens here will either create a luminous public beacon or cast a long, permanent shadow. I urge the City and the project team to choose the path that preserves openness, scale, and the spirit of place.</p> <p>Conclusion & Requests Please record this submission in the public participation process. I request confirmation of receipt and inclusion on the Interested & Affected Parties database for all future statutory processes related to this redevelopment.</p>		<p>In relation to views, it is important to distinguish between the preservation of specific private views and the maintenance of broader public visual relationships that contribute to the character of the precinct. The most important visual relationships associated with the civic node include outward views toward the Green Point Common, the mountain backdrop, and the broader civic open-space structure, as well as the visual legibility of the civic buildings themselves when experienced from surrounding public spaces.</p> <p>While redevelopment will inevitably alter aspects of the existing visual environment, development should avoid creating an overly continuous or visually dominant built edge that diminishes the spatial openness currently associated with the civic precinct or obscures the civic buildings as identifiable public elements within the urban landscape. Retention of visual permeability, clear spatial relief around the civic cluster, and appropriate transitions in scale are therefore important design considerations.</p> <p>The issue is therefore less one of preserving all existing views unchanged, and more one of ensuring that redevelopment reinforces rather than erodes the civic legibility, visual hierarchy, and public landscape character of this important urban node.</p> <p>4. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determines whether mitigation measures are needed to manage the traffic and pedestrian demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>5. The proposed mixed-use concept design intends to link the site to its surrounding area, providing much-needed residential space in close proximity to economic opportunities while ensuring continuity with the adjacent unique retail character and retaining and enhancing the community uses of the site.</p> <p>[Responded to on 02 December 2025] “Good morning Tanya, This email is to confirm that you are registered on our database for the proposed mixed-use development on Erf 2187, Three Anchor Bay, as requested in your comment submitted and received on 13 November 2025. You will receive updates of the projects progress going forward. Your comment will be shared with the project team. You have been registered as an interested and affected party and will receive updates on the progression of the proposed project.”</p>
<p>Cleeve Chelmsford Robertson Via Website 13/11/2025</p>	<p>If this development includes low-cost housing, I am in favor. In addition, I am only in favor if sewage processing to tertiary level is constructed on the common, if electricity and water are generated by the development and if public transport modes are ideal.</p>	<p>Services & affordable housing</p>	<p>The concept design for the mixed-use development on Erf 2187 includes residentially led development including the provision of market-led affordable housing.</p> <p>Based on the capacity letter for existing infrastructure on the site dated 17 June 2025, this development discharges into the Green Point Wastewater Treatment Plant, therefore the installation of an onsite wastewater treatment plant is not a requirement, as the wastewater treatment works has sufficient capacity to accommodate the anticipated wastewater from the proposed development.</p> <p>City has also received confirmation of sufficient capacity within the existing water and sewer networks to support the proposed development (see Appendix L2 of the draft BAR). The proposed roadways within the development will act as service roads.</p> <p>The proposed development is situated within an area well served by public transport, including minibus taxis, MyCiti buses and GABS buses. Two MyCiti bus stops are located adjacent to the site along Main Road (Appendix G4 of the draft BAR).</p> <p>Key electrical infrastructure requirements include (Appendix L4 of the draft BAR):</p> <ul style="list-style-type: none"> • A new substation to accommodate the development load, • New 3-feeder-group of underground cables from Mouille Point 132/11kV substation,

Comment by & date received	Comments/concerns/questions	Theme	Response
			<ul style="list-style-type: none"> Relocation and/or protection of existing buried services including medium and high voltage cables and dedicated feeds to the SABC studios, Internal medium- and low-voltage reticulation systems. <p>The proposed electrical network shall be designed with consideration for reliability and future expansion, and capacity of the proposed point of connection (Mouille Point Substation) will be determined during subsequent project stages.</p>
Yusuf Mohamed On behalf of S&N Bargains Centre Via Website 13/11/2025	This development will improve our city tremendously and will increase our economic footprint in the word standings.	Support	Your support for the proposed development is acknowledged.
David Cohen On behalf of Signatura Property Via Website 13/11/2025	I applaud the city for initiating this process. As a possible investor it is critical that the city provides the maximum amount of flexibility so that the developers are able to apply their minds and respond to market conditions. If the city design process is too prescriptive in terms of heights, precincts, types of housing or uses, it will deter market-related use of the land which will in turn reduce the value to the city from a bidding process. I hope that the lessons around a true bag of rights which was granted to developments like Century City have been learned and will apply here as well.	Investor, Concept design	The proposed concept design provides a framework to guide future development, establishing principles, structure, and parameters within which future development can occur. The purpose of the development concept is to establish the technical feasibility of a maximised development envelope. This conceptual envelope will ultimately inform the approval of a flexible basket of mixed-use rights which the developer can interpret in a manner that best resonates with their understanding of the market. While the City's minimum requirements for the development will be fixed in the conditions of approval, it is not the City's intention to be overly prescriptive in terms of the design, spatial orientation land-use mix or bulk take-up of the development. Future development will have to comply with prescribed mandatory requirements such as height & massing, setbacks, facade articulation, access, urban structure and structural landscaping. The concept design ensure that future development of the site aligns with the City's objectives for the site, responding directly to the increasing need for residential housing in and around the central business district. The proposed building heights and massing parameters associated with the concept design can be considered the maximum developable bulk which has taken visual, heritage, transport and heritage sensitivities and impacts into consideration.
Frederik Nel Via Website 17/11/2025	If sewage is sorted to stop the ocean from more excess waste and perhaps a subway is added, then it could work. But as things stand it's looking greedy.	Environmental	Confirmation of municipal service capacity within the receiving area has been requested, although the Green Point Wastewater Treatment Works has confirmed capacity to accommodate the proposed development. A subway is not part of the proposed concept design, however a pedestrian network has been accommodated in the concept design to improve connections with the surrounding areas.
Dave Williams-Jones On behalf of FWJK Developments Via Website 17/11/2025	When will tender RFP documents be issued or has the tender already been issued?	Timeline	Council's in-principle approval to transfer the site was granted on the 31 st March 2026. This enables the formulation of a land release strategy for a competitive process, auction. At this stage the focus is on de-risking the site and formal statutory approvals for a basket of development rights. Further details regarding the competitive process will be released at a later date along with a package of necessary material to inform bidders' preparation.
Marisa Smalberger Via Email 18/11/2025	Subject: Comment on the draft concept plan Kindly note: 1. As owners and residents of an apartment at 197 Main Rd , Greenpoint, the eventual development will have a substantial impact on our lives and the value of our main asset 2. We are supportive of positive construction developments on the Atlantic Seaboard 3. We have one very big concern : the proposed draft sketches of 1 Three Anchor Bay Rd, seem to place a multi-story building directly opposite our property at 197 Main Rd, resulting in the removal of the wonderful group of old large trees and filling an open area with a very large block of concrete, replacing an amazing tree filled space with concrete, nowhere else on the Atlantic Seaboard is there such an unique large group of very tall trees! 4. We urge you to protect the old, large trees 5. Solution: erect the large multi-story building on a section of the erf that already has buildings on it i.e. from Pinocchio Creche toward direction Glengariff Rd.	Heritage, environmental & concept design	[Responded to on 20 November 2025]: "Good morning Marisa, Your comment has been received and will be shared with the project team. Please note that the section of eucalyptus trees on the eastern side of the site has heritage significance and the proposed development concept incorporates the trees into the design (shown below as PARCEL 3). Buildings are proposed from the existing location of the creche in a westward direction. [land use map] More details can be found on the posters available on the website https://www.infinityenv.co.za/engagement ".

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>I trust this suggestion will be taken seriously, because a large collection of trees, can not possibly be chopped down in this day and age when the natural environment is under threat, to make space for a multi-storey building, when there is a lot of other space available on the erf for such a building!</p>		
<p>Marisa Smalberger Via Email 21/11/2025</p>	<p>Subject: Question on diagrams RE: What appears like a large 8 floor building, adjacent to heritage trees: Kindly let me know:</p> <ul style="list-style-type: none"> - All current details available of this large planned building? - Exact location i.e., will the building's eastern footprint stop to the west, or opposite, or to the east, of Hill Road? - Building's function, the other diagrams I copied in below appears to code it as a hotel or a gateway building? 	<p>Concept design</p>	<p>[Responded to on 21 November 2025]: "Good afternoon Marisa, The proposed development concept does not extend beyond the existing infrastructure footprint of the creche, in front of Hill Road. Please note that this is a development concept, which provides a framework to guide future development. It is not a final design, but establishes principles, structure, and parameters within which development can occur. The buildings functions and specifications regarding height and exact location are not yet decided."</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
			
Nicholas Stander Via Website 18/11/2025	I am in support of the proposed development.	Public engagement	Your support for the proposed development has been noted.
Haick Avakian Via Website 18/11/2025	Great idea proposed, definitely, won't be cheap though!	Support	Your support for the proposed development has been noted.
Simon van der Merwe Via Website 19/11/2025	This projects still needs some work but overall, the idea is great and should be considered.	Support	Your support for the proposed development has been noted.
Ian Laidlaw Via Website 19/11/2025	More densifying development which will result in more congestion. And then council wants to punish the citizens for the congestion.	Traffic	A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Please refer to Appendix G4 of the draft BAR for further details on the findings and recommendations.
Logan Ehlers Via Website 19/11/2025	Brilliant idea, include the train station in the concept. Residential properties should be priced reasonably so locals can afford them.	Sky train, affordable housing	Your support for the proposed development has been noted. The City of Cape Town has no plan to extend a rail service to the Atlantic Seaboard. The Atlantic Seaboard is well served by existing MyCiti services, which connect the site with the Waterfront and the CBD. The proposed development is expected to further support improved public transport operations within the receiving area. The concept design for the mixed-use development includes residentially led development including the provision of market-led affordable housing.
Bernard Shapiro Via Email 20/11/2025	Subject: <u>Where to view development plans</u> Hi, where exactly can we see the pics/plans draft urban design concept plan in Green Point? Is it still available to view?	Concept design	[Responded to on 20 November 2025]: "Hi there, The posters that were displayed at the Open House event are available for download on this website: https://www.infinityenv.co.za/engagement ".
Sarah Atmore Via Email 20/11/2025	Subject: <u>Development plan question</u> Hi I unfortunately missed the meeting but was hoping to find out the number of children and ECD centres and what sort of provision will be made for young children in this development?	Creche	[Responded to on 24 November 2025]: "Good morning Sarah, We are in the conceptual development phase so we do not yet have details of that nature, although the existing ECD on site is to be incorporated into the proposed development and has been included in the draft development concept design. Your comment will be shared with the project team."
Jonathan & Cheryl Mitchell Via Email 20/11/2025	Subject: <u>3 Anchor Bay Urban Design: Main Road Interface</u> To Whom it May Concern Last Wednesday 12 November 2025, I visited the BSG Environment Education Centre at 101 Bay Road, Three Anchor Bay to view the City of Cape Town's proposals for the Three Anchor Bay site bordered by Three Anchor Bay Road; Main Road; and Helen Suzman Boulevard. Considering that this land is zoned as Public Open Space and originally formed part of the Green Point Common, prior to the Helen Suzman Boulevard dividing the Common into two sections that on the one side of the road and this Three Anchor Bay site on the other side of the road.	Public space & concept design	Erf 2187 formed part of the original Erf 1056 (Green Point Common) and was created through a subdivision in 2016, with the remainder forming part of the Green Point Urban Park. The 1923 Deed of Grant contains no conditions or restrictions on land use, a finding confirmed through legal review, and later endorsements limiting new buildings do not apply to Erf 2187. Furthermore, claims in the Conservation Management Plan that the land must be used solely for public recreational purposes are not supported by the original Deed of Grant. In summary, Erf 2187 is not subject to perpetual land use

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>I previously participated in a virtual meeting presented by the City of Cape Town where the discussion was around the future use of this Public open space and the sentiment of those participating in that virtual meeting seemed to be that the land lent itself best to retaining the library; the town hall; and to have much greenery; some small coffee shops and maybe some low rise 3-storey blocks of residential apartments. The emphasis being on retaining the Public use of the land on green sections and access to coffee shops, etc. and that such a scheme would blend in well to the area and would be for use of all residents of Cape Town.</p> <p>The scheme now put forward as a proposal comprises approximately 14 concrete blocks of flats consuming the whole site and some of these blocks being up to 14 storeys high. This proposal basically converts Public Open Space to a future concrete jungle which will only be used by the few people who reside there.</p> <p>I submit that the designers and/or City of Cape Town have missed the point completely that this is Public Open Space and should be retained as Public Open Space and should not be converted into a concrete jungle for the benefit of the few only.</p> <p>Note further that Public Open Space is owned by the Citizens of Cape Town and not by the City of Cape Town, who is only the custodian of this ground on behalf of the Citizens of Cape Town.</p> <p>I trust that common sense shall prevail and that the City of Cape Town and/or its designers will desist from converting this Public Open Space into a high-rise concrete jungle but will rather keep any development three storeys and less, with lots of open green spaces; some coffee shops; restaurants and possible other minor commercial/retail outlets. One must also bear in mind that parking in that area is extremely restricted, especially as there is no parking at all on Helen Suzman Boulevard; very little parking on Three Anchor Bay Road and not much parking on Main Road, Green Point.</p> <p>In conclusion, kindly forward this email to the powers that be with regards to the future use of this Public Open Space. Please acknowledge receipt of this email.</p>		<p>restrictions in the title deed, and does not form part of the proclaimed Provincial Heritage Area. The 2010 planning conditions limit the extent of coverage permitted on erf 1056 to manage the overall objectives of Green Point Park.</p> <p>Furthermore, the site currently serves no public recreational function other than the civic node, which includes the library and civic centre. The existing civic forecourt, recognised for its heritage significance, will be sensitively upgraded to enhance its role as an active public space (refer to the Heritage Impact Assessment for more details – Appendix G1 of the draft BAR). Existing sports-related activities on the site are privately operated and is not publicly accessible.</p> <p>The proposed concept design makes provision for pedestrian, public and green networks (refer to the draft Urban Design Report – appendix L1 to the draft BAR). The concept includes a retail component to activate the edge of the site and link it to the surrounding unique retail context. According to the Visual Impact Assessment (Appendix G2 to the draft BAR), development along Main Road shall maintain a pedestrian-scale streetscape through articulated building frontages; active ground-floor uses; appropriate façade modulation; and human-scaled public spaces. Large uninterrupted façade planes shall be avoided.</p> <p>The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking will nonetheless be provided. The proposed concept design makes provision for a three-level super-basement structure. Preliminary findings indicate that this facility exceeds the maximum required provision for the proposed development. Furthermore, adequate public parking within the civic node precinct for civic users will also be provided, as well as a dedicated parking area with secure access points for the CPOA.</p>
<p>Marc Callanan On behalf of Green Point Cricket Club Via Website 20/11/2025</p>	<p>I had previously commented the City is pushing a large events hub plan for the metro. Why is this development not meeting those requirements.</p> <p>How is it possible that this land was able to be removed from the greater green point common. It is part of the common as per the Record of Decision for the stadium precinct in 2006. How is the City able to cut out snippets of land from the Green Point Common? Surely there needed to be process to take away land from the Common before embarking on the current process? How did the city get around the heritage process that zoned the entire common as a heritage area?</p>	<p>Heritage & concept design</p>	<p>Erf 2187 does not form part of the declared Green Point Common PHS. There are also no title deed conditions/restriction in the original 1923 Deed of Grant to the City that specifies that the land may only be used for public recreational purposes.</p> <p>To elaborate further on the history, land use conditions and restrictions associated with the site:</p> <ol style="list-style-type: none"> 1. Erf 2187 was indeed part of the original Erf 1056 (Green Point Common). In 2016 Erf 1056 was subdivided, resulting in Erf 2187 being registered and the balance of the Green Point Urban Park being on the remainder of Erf 1056. 2. The 1923 Deed of Grant contains no conditions, reservations or restrictions on the use of land, confirmed by a conveyancer and town planner who studied the Grant Deed as well as the accompanying diagrams. A conveyancer certificate confirmed that no such conditions exist either in earlier (pivot) deeds or in the Crown Grant. Subsequently, some endorsements were added to the deed of grant which limited new buildings, but these do not apply to the area of Erf 2187. 3. The original Erf 1056, prior to it being subdivided, was included in the City's then Town Planning Scheme Schedule 2 as being reserved for 'playing fields'. This reservation was subsequently amended in 2010 when consent was granted for additional uses on Erf 1056. This application was approved, subject to various conditions, some of which still apply to both the remainder Erf 1056 and Erf 2187. 4. Since 2013, the Schedule 2 conditions which limited use on Erf 1056 to 'playing fields' only, no longer apply since the newly adopted Development Management Scheme (which replaced the city of Cape Town: Town Planning Scheme at that time) did not include a similar schedule. The conditions that were imposed in terms of the consent approval in 2010 (see par 3 above) however remain applicable, insofar as they apply to the now subdivided and registered Erf 2187.



Ministry for Environment, Planning and Economic Development
 Ministerie van die Omgewing, Beplanning en Ekonomiese Ontwikkeling
 ISebe ezeNdalo, IsiCwangciso noPhuhliso lwezoQoqosho

The Municipal Manager
 City of Cape Town
 P.O. Box 16548
VLAEBERG
 8018

Attention: Mr Keith Wiseman

Tel: (021) 487 2283
 Fax: (021) 487 2255

Dear Sir

APPEALS: THE PROPOSED NEW GREEN POINT STADIUM, GREEN POINT COMMON, CAPE TOWN

Having considered the information at my disposal and the national environmental management principles in section 2 of the National Environmental Management Act 107 of 1998 ('NEMA'), I, the Minister for Environment, Planning and Economic Development of the Western Cape Province hereby record my decision in terms of section 35(4) of the Environment Conservation Act, 1989 (Act No. 73 of 1989) (hereinafter referred to as 'ECA') on the appeals against the decision of the Director: Integrated Environmental Management (Region B) ('the Director') in the Department of Environmental Affairs and Development Planning in the Western Cape Province ('the Department') taken in terms of section 22 of the ECA, granting to the applicant authorisation for the execution of the activities described below subject to the conditions contained in a Record of Decision dated 31 October 2006 ('the Director's ROD').

RECORD OF MY DECISION

A. DESCRIPTION AND LOCATION OF ACTIVITIES:

The application is for the proposed change of land use from zoned open space to any other land use for the development of a new stadium at the Green Point Common; the construction and upgrading of transport infrastructure (including the construction of the Granger Bay Boulevard) to facilitate access to and egress from the stadium and the remainder of the Green Point Common; the construction and upgrading of the electrical supply network between Montague Gardens and the Green Point Common to meet the electricity needs of the stadium; and the establishment of an urban park on the remainder of the Green Point Common. The design of the stadium will comply with the requirements set by the Federation International Football Association ('FIFA') for a semi-final match in the 2010 FIFA World Cup tournament. The stadium, together with the urban park, will be operated as a multi-purpose facility for recreation and sporting events of various sporting codes and informal trading.

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5. It appears that in the Conservation Management Plan for Green Point Common it is stated that the 1923 grant stipulated that the land be "retained as commonage and used for general public recreational and sports purposes". There is in fact no mention of such limitation in the 1923 Deed of Grant itself, and there is no reference cited (other than the grant itself) that would support the existence of land use conditions in the title deed or Deed of Grant. It appears that, without the public having had sight of the actual deed of grant, this incorrect information in the management plan has caused confusion.

Summary of conclusions in respect of Erf 2187:

- There are no conditions in the Deed of Grant that limit the land use in perpetuity or that stipulate that the land was ceded expressly for public purposes.
- There are however town planning conditions imposed in 2010 which apply to Erf 2187.
- Erf 2187 is not part of the proclaimed Provincial Heritage Site.

Subsequently to the 2006 Record of Decision (RoD), and 2007 Environmental Authorisation for the Proposed New Green Point Stadium, Green Point Common, Cape Town, the EA was amended in 2015. Appended to the amended EA was a Clarification of Terms used in the RoD based on the 2015 amendment. The 2008 SDP as shown in the comment table has therefore been updated and the relevant boundaries and SDP's referred to in the document as Appendix T - Plan 16 are shown below.

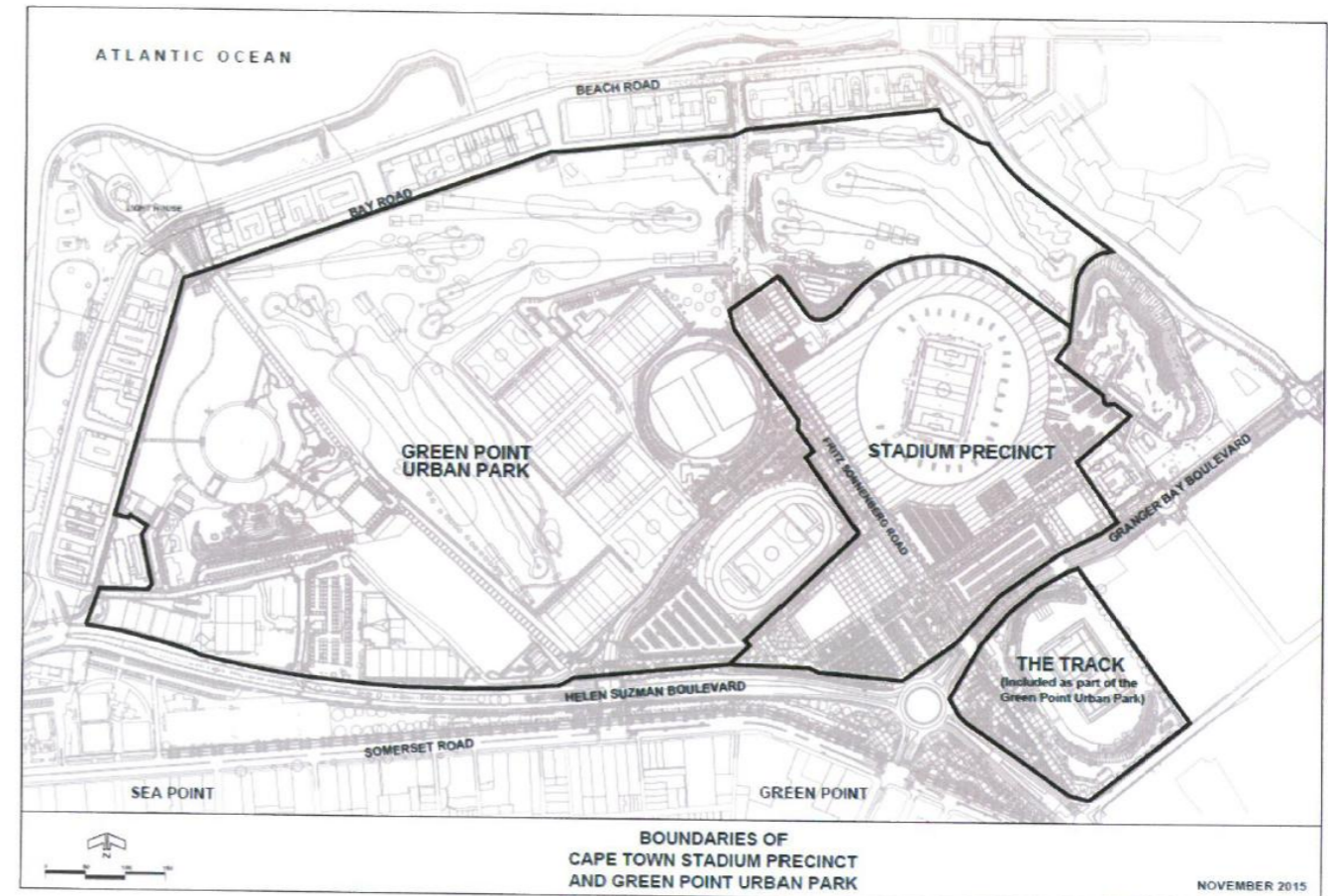



Figure 1: Boundaries of Cape Town Stadium Precinct and Green Point Urban Park indicated in the 2015 Amendment Application decision for the re-development of the Cape Town Stadium and Associated Infrastructure on the Remainder of Erf 1056, Green Point, Cape Town

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>Stadium: The stadium will consist of:</p> <ul style="list-style-type: none"> ▪ seating for not more than 68 000 spectators during the 2010 FIFA World Cup tournament and not more than 55 000 spectators post 2010, ▪ a stadium building not higher than 50m above natural ground level (the reference to natural ground level being 13m above mean sea level), ▪ a surrounding podium not higher than 9m above natural ground level, ▪ grand staircases and ramps to access the stadium, ▪ a forecourt area at ground level from where ticket sales will occur, ▪ associated stadium infrastructure (e.g. utilities, cables and communication infrastructure), ▪ training, medical and rehabilitation facilities, administration offices and hospitality facilities provided within the stadium, and ▪ at least 2 000 permanent parking bays provided within the stadium precinct. <p>The stadium will be designed to have three tiers of seating during the 2010 FIFA World Cup tournament. After the tournament the uppermost tier will be removed and replaced with a multi-purpose use area. The seating capacity of the stadium after the tournament will not be more than 55 000.</p> <p>The stadium together with the surrounding podium will cover an area approximately 10ha in extent. The stadium precinct, which includes the stadium, podium, ramps, forecourt and other ancillary elements, will cover an area approximately 18ha in extent.</p> <p>The stadium precinct will be located in the north eastern part of the Green Point Common between Beach Road, the proposed new Granger Bay Boulevard and Fritz Sonnenberg Road (discussed below).</p> <p>Urban park: The existing Green Point Stadium structure will be partially demolished and the area of the Green Point Common outside the new stadium precinct will be transformed into a quality open space and sports complex – the urban park – that will accommodate a range of sports codes, limited informal trading and a range of other recreational pursuits. The new stadium will form an integral part of the urban park.</p> <p>Construction and upgrading of transport infrastructure: <u>Granger Bay Boulevard</u> A new four-lane dual carriageway road, to be named Granger Bay Boulevard, will be constructed to connect Western Boulevard (at the vicinity of the Green Point traffic circle) to Beach Road (at the location of the existing Granger Street). Granger Bay Boulevard will run in a north eastern direction curving along the northern boundary of the Green Point Track to Beach Road. There will be an access point for the stadium precinct on Granger Bay Boulevard.</p>		 <p>The image is a detailed site development plan for the remainder of Erf 1056 Green Point. It shows a large stadium precinct with a central stadium, podium, and forecourt. Surrounding the stadium are various sports facilities, including a soccer club, a cricket club, a tennis club, and a golf course. The plan also shows a network of roads, including Granger Bay Boulevard, Western Boulevard, and Beach Road. A large area of green space, the urban park, is shown to the west of the stadium. The plan includes a legend, a north arrow, and the text 'REMAINDER ERF 1056 GREEN POINT AMENDED SDP' and 'PLAN 16'.</p>

	<p><u>Access point off Western Boulevard and upgrading of Fritz Sonnenberg Road</u> There will be an additional access point for the stadium precinct and for the urban park on the Western Boulevard. Fritz Sonnenberg Road will be upgraded.</p> <p><u>Bus Embayments / pick-up and drop-off facilities</u> Permanent bus embayments and public transport pick-up and drop-off facilities will be constructed along Granger Bay Boulevard. Temporary embayments and facilities will be provided along Somerset Road and Western Boulevard for specific events in accordance with the relevant transport management plan</p> <p><u>Parking</u> At least 2 000 permanent parking bays will be provided within the stadium precinct. In accordance with the Transport Management Plan temporary parking for a further 3 000 vehicles on the Green Point Common and remote parking areas elsewhere will be provided for specific events.</p> <p><u>Bus/shuttle Service</u> In accordance with the relevant transport management plan a bus/shuttle service will be operated to bus/shuttle people to the Green Point Common for specific events.</p> <p><u>Non-Motorised Transport</u> Pedestrian and bicycle facilities will be provided along Somerset Road and on the Green Point Common. Grade-separated pedestrian crossings (bridges or subways) will be provided along Buitengracht Street, Western Boulevard and Granger Bay Boulevard.</p> <p>Upgrading of electrical infrastructure: The proposed stadium will require an additional 10 mega volt amps (MVA) of electrical power and the following electrical infrastructure upgrades will therefore occur:</p> <p><u>Montague Gardens Electrical Substation</u> Existing 132 kilovolt (kV) circuit breakers will be replaced within the existing building.</p> <p><u>Underground Cable from Montague Gardens to the Foreshore</u> Existing underground cables will be replaced with two 132 kV cables installed in a trench 1.3m wide and 1.2m deep. The cableway will run along the N1 highway from Montague Gardens towards Cape Town, through the Ysterplaat Air Force Base, through the Brooklyn residential suburb, through the Paarden Eiland Industrial area (along the existing railway reserve), into the Culemborg area, along Table Bay Boulevard and across Oswald Pirow Street into the Foreshore substation.</p>		
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Comment by & date received	Comments/concerns/questions	Theme	Response
	<p><u>Koeberg Road Electrical Substation</u> A new switching station with a building footprint of 352m² will be constructed in the grounds of the existing Koeberg Road substation to accommodate 132kV switchgear. A 132kV tie feeder cable will be installed from the new switching station to the Foreshore substation in a trench measuring 0.5m wide and 1.2m deep.</p> <p><u>Foreshore Electrical Substation</u> Transformers within the existing Foreshore main substation will be replaced with two 132/11/66 kV 50 MVA units. A new 132kV switching station will be constructed behind the existing Foreshore main substation. The footprint of this switching station is approximately 352m². The 132kV cables along Table Bay Boulevard and across Oswald Pirow Street will serve the new switching station.</p> <p><u>Roggebaai Electrical Substation</u> New 132kV cables will be installed between the Foreshore switching station and Roggebaai main substation. The cables will be installed in a trench 0.85m wide and 1.2m deep. The existing 40 MVA 33/11/66 kV transformers in the Roggebaai main substation will be replaced with 50 MVA 132/11/66 kV units.</p> <p><u>Green Point Stadium Electrical Substation</u> A new substation will be constructed within the stadium precinct to supply the increased load. The new substation will comprise a main substation with a footprint of 472m² and a switching station with a footprint of 352m². The substation will accommodate new power transformers, high and medium voltage switchgear and ancillary equipment. The new substation will be supplied from the Foreshore substation by two new 132kV underground cables in a trench 0.85m wide and 1.2m deep. The cable route will be from the Foreshore substation running down Table Bay Boulevard close to the elevated freeway, past Customs House, through the Roggebaai substation grounds, through the Victoria and Alfred (V&A) Waterfront property onto the Western Boulevard road reserve, along Fritz Sonnenberg Road to the final position of the substation at the stadium.</p> <p>Fuel storage: Fuel will be stored on the Green Point Common during the construction phase of the development for construction purposes as well as during the operational phase for standby generator use.</p> <p>Location: The Green Point Common lies west of the Port of Cape Town and V&A Waterfront.</p> <p>The proposed new stadium and the associated infrastructure in the stadium precinct will be located on the Green Point Common on the southern portion of the existing Metropolitan Golf Course, to the north west of the existing Green Point Track and to the north east of the existing Green Point Stadium.</p> <p>The co-ordinates of the new stadium site are: 30° 53' 00" South 18° 23' 00" East</p> <p style="text-align: right;">4</p>		

The remaining parts of the Green Point Common will be redeveloped as the urban park.

Granger Bay Boulevard will run in a north eastern direction from the existing Green Point traffic circle, connecting Western Boulevard to Beach Road.

The location of the proposed reinforcement of the 132kV electrical supply network from the existing Montague Gardens substation to the new Green Point Stadium substation is depicted on plan numbers JPE 2006.1.4000 Sch 1, Sch 2 and Sch 3 comprising Figure 7 to the Environmental Impact Report dated September 2006.

Application form and listed activities

An Application Form and Checklist dated March 2006 was lodged in terms of Government Notice Number R1183 of 5 September 1997 ('the EIA Regulations'), as amended, for authorisation in terms of section 22 of the ECA to perform the following activities listed in Government Notice Number R1182 of 5 September 1997, as amended:

Item 1(a), namely The construction, erection or upgrading of facilities for commercial electricity generation with an output of at least 10 megawatts and infrastructure for bulk supply;

Item 1(c), namely The construction, erection or upgrading of, with regard to any such substance, which is dangerous or hazardous and is controlled by national legislation- ... (ii) Manufacturing, storage, handling, treatment or processing facilities for any such substance;

Item 1(d), namely The construction, erection or upgrading of roads, railways, airfields and associated structures;

Item 1(g), namely The construction, erection or upgrading of structures associated with communication networks, including masts, towers and reflector dishes, marine telecommunication lines and cables and access roads leading to those structures, but not including above ground and underground telecommunication lines and cables and those reflector dishes used exclusively for domestic purposes;

Item 1(m), namely The construction, erection or upgrading of public and private resorts and associated infrastructure; and

Item 2(e), namely The change of land use from use for nature conservation or zoned open space to any other land use.

In what follows, for ease of reference, the activities described above for which authorisation is sought, are referred to either as 'the activities described in Part A' or collectively as 'the activity'.

B. APPLICANT:
City of Cape Town
% Mr Keith Wiseman
PO Box 16548
VLAEBERG
8018

Tel: (021) 487 2283
Fax: (021) 487 2255

C. CONSULTANT:
The Environmental Partnership
% Ms Carmen du Toit
PO Box 945
CAPE TOWN
8000

Tel: (021) 4220999
Fax: (021) 4220998

D. SITE VISIT:
I conducted a site visit on 19 December 2006. Besides me, the persons present were the following officials in the Department: Rudi Ellis, Zaahir Toefy and Susara van der Merwe.

E. MY DECISION:
Having considered all the information at my disposal and the national environmental management principles in section 2 of the NEMA, in terms of sections 22 and 35(4) of the ECA I hereby:

- vary the decision contained in the Director's ROD; and
- **grant authorisation for the activities described in Part A of this Record of Decision subject to the conditions contained in Part F thereof.**

The authorisation in this Record of Decision is solely for the purposes of undertaking the activities described in Part A, and does not exempt the holder thereof from compliance with any other relevant laws or requirements.

F. CONDITIONS OF AUTHORISATION:

1. One week's notice, in writing, must be given to the Department before commencement of construction activities.
 - 1.1 Such notice shall make clear reference to the site location details and reference number given above.
 - 1.2 The said notice must also include proof of compliance with the following conditions described herein: Conditions: 11 and 12.
2. The height of the stadium must not exceed 50 m above natural ground level.
3. The height of the podium must not exceed 9 m above natural ground level.
4. At least 2 000 permanent parking bays must be provided within the stadium precinct.
5. The new Green Point Stadium electrical substation must be positioned within the stadium precinct and must be colour-coded and screened to limit visual impact.
6. Architectural and Landscaping Guidelines and Site Development Plans for the stadium precinct and the urban park to cater for the 2010 FIFA World Cup tournament ('the tournament') as well as for the period after the tournament ('post 2010'), must be compiled.

	<p>6.1 The Architectural and Landscaping Guidelines for the stadium precinct and the urban park must be compiled after consulting with Heritage Western Cape.</p> <p>6.2 The Architectural and Landscaping Guidelines for the stadium precinct and the Site Development Plan for the stadium precinct must be completed by the applicant and given effect to in the building plans for the stadium precinct to be approved by the applicant in terms of the National Building Regulations and Building Standards Act 103 of 1977.</p> <p>6.3 The Architectural and Landscaping Guidelines for the urban park and the Site Development Plan for the urban park must be submitted to the Provincial Minister for approval within six (6) months of the date of issue of this Record of Decision.</p> <p>6.4 The submission of the Site Development Plan referred to in paragraph 6.3 must be:</p> <p>6.4.1 preceded by the submission to the Provincial Minister for approval within one (1) month of the date of issue of this Record of Decision of a plan for a comprehensive process of public participation to inform the Site Development Plan for the urban park, which includes the provision of information to and consultation with the broader Cape Town community and the communities in the vicinity of the urban park; and</p> <p>6.4.2 accompanied by proof of compliance with the approved public participation process.</p> <p>6.5 The implementation of the Architectural and Landscaping Guidelines and the Site Development Plans for the stadium precinct and the urban park for the tournament must be completed prior to the commencement of the operation of the stadium.</p> <p>6.6 The implementation of the Architectural and Landscaping Guidelines and the Site Development Plans for the stadium precinct and the urban park for post 2010 must commence within two (2) months after the completion of the tournament and must be completed within twelve (12) months of such commencement.</p> <p>6.7 The Architectural Guidelines for the stadium precinct must address the visual impact of all built forms, including the following:</p> <p>6.7.1 colour-coding to reduce visual impact;</p> <p>6.7.2 reduction of bright or reflective surfaces to reduce glare; and</p> <p>6.7.3 where practically possible, the use of terracing to reduce the visual impact of the podium.</p> <p>6.8 The Architectural Guidelines for the stadium precinct and the urban park must comply with the following requirements concerning the artificial lighting of the stadium and the urban park:</p> <p>6.8.1 naked light sources must not be visible outside the area of Green Point Common;</p> <p>6.8.2 light sources must be shielded to reduce light spillage and light pollution;</p> <p>6.8.3 uplighting onto the outer sides of the buildings must be used sparingly;</p> <p>6.8.4 shielded downlights must be used on the podium and in all open public areas; and</p> <p style="text-align: right;">7</p>		
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	<p>6.8.5 neon or unshielded bright security lights may be used inside the stadium only.</p> <p>6.9 The Architectural Guidelines for the stadium precinct and the urban park must comply with the following requirements concerning signage within the stadium precinct and the urban park:</p> <p>6.9.1 a standardised signage style must be designed and applied to all signage;</p> <p>6.9.2 brightly illuminated signage must be used only when necessary; and</p> <p>6.9.3 where practically possible brightly illuminated signage must not be visible from the surrounding residential areas.</p> <p>6.10 The Architectural Guidelines for the stadium precinct must ensure that the following noise mitigation measures are incorporated into the design of the stadium to ensure that the noise levels experienced outside the stadium are at least 6dB lower than they would be without such measures and that the said noise levels will not exceed those currently experienced outside the existing Green Point Stadium:</p> <p>6.10.1 there must be a carefully designed double membrane roof;</p> <p>6.10.2 the roof opening must not be at the highest point of the stadium roof;</p> <p>6.10.3 the size of the roof opening must not exceed the size of the pitch;</p> <p>6.10.4 the façade of the stadium must consist of a continuous outer skin constructed with a membrane-fabric which will prevent noise transmission from within;</p> <p>6.10.5 measures or features to reduce noise emissions from all:</p> <p>6.10.5.1 openings between the roof and the stadium structure</p> <p>6.10.5.2 ventilation ducts;</p> <p>6.10.5.3 outside entrances; and</p> <p>6.10.6 the design of the sound system must minimise the amount of direct and reverberant sound at all audio frequencies radiating out of the stadium.</p> <p>6.11 The Architectural Guidelines for the stadium precinct and the urban park must ensure that a standard style for fencing and other security features which lends itself to the surrounding aesthetics, is used. Razor wire must not be used.</p> <p>6.12 The Site Development Plan for the urban park must ensure that the urban park is a multi-purpose space for sporting activities, informal trading and recreational activities and not simply a reorganisation of the existing sports fields and golf course or an outflow area for the stadium.</p> <p>6.13 The following further matters, amongst others, must be addressed in the Site Development Plans or the Landscaping Guidelines for the stadium precinct and the urban park:</p> <p>6.13.1 the interfaces between the stadium precinct, the urban park, the surrounding historically significant landmarks (such as the Green Point Track, Fort Wynyard and the Somerset Hospital precinct), the surrounding coastline and the V&A Waterfront;</p> <p style="text-align: right;">8</p>		

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>6.13.2 the access point to the stadium and the urban park off Western Boulevard may not be used by private vehicles as a thoroughfare to Beach Road. The access point and road may be used only during events and for emergency purposes. The design and layout of the access point and road must fit in with the character of the urban park and must predominantly focus on pedestrian and cycle use;</p> <p>6.13.3 although certain areas of the urban park will be used for temporary parking during events at the stadium, the primary function of these areas must be to accommodate sporting codes, informal trading and/or other recreational activities for the benefit of the broader community. The areas that may be used for temporary parking must therefore be grassed not hard surfaced. They must be clearly indicated;</p> <p>6.13.4 the access and egress routes to and from all such temporary parking areas must be clearly indicated;</p> <p>6.13.5 pedestrian and cycle paths throughout the urban park;</p> <p>6.13.6 the location and nature of all hard and soft landscaping, lighting, fixtures, street furniture, signage, etcetera;</p> <p>6.13.7 landscaping must screen any obtrusive features as far as practically possible;</p> <p>6.13.8 the final designs and landscaping of Granger Bay Boulevard and Fritz Sonnenberg Road, which must:</p> <p>6.13.8.1 include where practically possible, tree plantings on both sides of these roads;</p> <p>6.13.8.2 include appropriate street furniture, lighting, fencing, signage, sidewalks and cycle paths, with finishes which match those of the stadium precinct and urban park, to facilitate the movement and comfort of pedestrians and cyclists along these roads; and</p> <p>6.13.8.3 generally fit in with the character of the urban park and facilitate pedestrian and cycle use.</p> <p>7. The design and operation of the stadium and urban park must provide for energy and water-efficiency, must adopt an integrated waste management approach and must avoid the pollution of surface or ground water.</p> <p>7.1 Where practically possible, the following water-efficiency measures must be taken or implemented:</p> <p>7.1.1 water-efficient fittings on showers, taps and toilets (multi-flush rather than dual-flush);</p> <p>7.1.2 water-wise landscaping; and</p> <p>7.1.3 rainwater harvesting and storage for irrigation and toilet flushing.</p> <p>7.2 Where practically possible, the following energy-efficiency measures must be taken or implemented:</p> <p>7.2.1 energy-efficient lighting and automatic switches and sensors,</p> <p>7.2.2 energy efficient heating, ventilation and cooling systems (including minimal pipe runs and heat exchange),</p> <p>7.2.3 insulation of hot water pipes, and</p> <p style="text-align: right;">9</p>		

	<p>7.2.4 maximum use of daylighting.</p> <p>7.3 The integrated waste management approach must be based on waste minimization and should incorporate recycling and re-use. Any solid waste must be disposed of at a landfill licensed in terms of section 20 of the ECA.</p> <p>7.4 No surface or ground water may be polluted. The relevant requirements of the National Water Act, 1998 (Act No. 36 of 1998) must be complied with at all times.</p> <p>8. The following requirements relating to the storage of fuel, oil and other chemicals on the site must be implemented and adhered to:</p> <p>8.1. All storage must be confined to demarcated and secured areas with an impervious base which are adequately bunded (at least 110% of the total capacity of all tanks in the area).</p> <p>8.2. Any temporary storage tanks must be designed and installed in accordance with the relevant oil industry and South African National Standards.</p> <p>8.3. Any temporary storage tanks and associated infrastructure must be removed at the expense of the applicant after the relevant construction activities have been completed.</p> <p>8.4. All tanker drivers and adequately qualified staff must be present at all times during offloading. An emergency cut-off switch must be installed to immediately stop delivery should an incident occur.</p> <p>8.5. All servicing and refuelling of vehicles must be confined to demarcated and secured areas with an impervious base and which are adequately bunded (at least 110% of the total capacity of all tanks in the area), unless otherwise authorised by the Environmental Control Officer (ECO) referred to in paragraph 12 below.</p> <p>8.6. All spills are to be reported to the Project Manager/Engineer and ECO immediately and appropriate clean-up measures must be implemented as soon as practically possible.</p> <p>9. The following requirements relating to the preservation of heritage resources must be implemented and adhered to during the construction phase:</p> <p>9.1. If any archaeological remains (including but not limited to fossilized bones, fossilized shells, coins, indigenous and/or colonial ceramics, any articles of value or antiquity, marine shell heaps, stone artefacts and bone remains, structures and other built features, rock art and rock engravings) other than graves or unmarked human burials are discovered during construction, the discovery must immediately be reported to Heritage Western Cape and they must not be disturbed further until the approval of Heritage Western Cape has been obtained.</p> <p>9.2. If any graves or unmarked human burials are discovered during construction, they must be treated with respect and the discovery must immediately be reported to the South African Heritage Resources Agency (SAHRA) and they must not be disturbed further until the approval of SAHRA has been obtained. If any human remains are to be moved or removed, that must be done under the supervision of an archaeologist contracted to do so at the expense of the applicant.</p> <p>10. The following further requirements relating to transport to and from the stadium and the urban park must be implemented and adhered to:</p> <p>10.1 Pedestrian and bicycle paths must be provided along Somerset Road. 10</p>		
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	<p>10.2 Grade separated pedestrian and cycle crossings must be provided along Buitengracht Street, Western Boulevard and Granger Bay Boulevard.</p> <p>10.3 A bus/shuttle service must be introduced for specific events in accordance with the Transport Management Plan referred to in paragraph 13.1.1 below to bus/shuttle people to the stadium from remote parking and public transport drop-off areas.</p> <p>11. The Construction Phase Environmental Management Plan ('EMP') compiled by The Environmental Partnership must be implemented.</p> <p>11.1 The EMP must be included in all contract documentation for the construction phase of the development.</p> <p>11.2 The Department must be notified in writing of any proposed changes to the EMP due to additional information gained as a result of construction activities, and the Department must approve any proposed changes prior to implementation.</p> <p>11.3 The ECO must notify the Department immediately of events or incidents that may cause significant environmental damage or breach the requirements of the EMP.</p> <p>12. The applicant must appoint a suitably experienced ECO before commencement of any land clearing or construction activities to ensure that the mitigation/rehabilitation measures and recommendations referred to in this Record of Decision are implemented and to ensure compliance with the provisions of the construction phase EMP.</p> <p>13. A Stadium and Urban Park Operating Agreement must be entered into between the applicant and the operator of the stadium and urban park ('the Operator') prior to the commencement of the operation of the stadium. This agreement must include:</p> <p>13.1 A Stadium Operational Management Plan, that in turn must include, amongst other things, a Generic Event Management Plan which caters for various event scenarios and must be mindful of the surrounding community. The Generic Event Management Plan must include, amongst other things:</p> <p>13.1.1 a Transport Management Plan which must address, amongst other things public and private transport to and from the stadium, parking, pedestrians, cyclists, access control and a public notification and awareness strategy;</p> <p>13.1.2 emergency planning;</p> <p>13.1.3 security; and</p> <p>13.1.4 signage.</p> <p>13.2 An Urban Park Operational Management Plan must be mindful of the surrounding community and be based on the premise that the urban park is for use by all the citizens of Cape Town. This Plan must include, amongst other things:</p> <p>13.2.1 a permitting system to accommodate the various sporting codes and other uses (such as informal trading) which must facilitate participation by the broader Cape Town community through, amongst other things, reasonable fee structures;</p> <p>13.2.2 a maintenance and operational plan for the general use areas of the urban park, including the landscaped areas and pedestrian and cycle tracks;</p> <p style="text-align: right;">11</p>		
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	<p>13.2.3 a maintenance plan for the playing fields and associated facilities; and</p> <p>13.2.4 security and access control measures.</p> <p>13.3 An Integrated Waste and Litter Management Plan, which includes efficient litter collection.</p> <p>13.4 A Water and Energy Demand and Efficiency Management Plan.</p> <p>14. The following further matters, amongst others, must be addressed in the Stadium and Urban Park Operating Agreement:</p> <p>14.1 The stadium and urban park must be managed as an integrated whole.</p> <p>14.2 The costs of implementing the Stadium Operational Management Plan and the Urban Park Operational Management Plan must be borne by the Operator.</p> <p>15. The Operator must compile and submit to the applicant for approval an acceptable Environmental Management System ('EMS') for the stadium and urban park. The EMS must, amongst other things:</p> <p>15.1 incorporate the conditions of authorisation contained in this Record of Decision which apply to the operational phase of the project, and</p> <p>15.2 be based on the best practice approach for such systems and must include all the components that are typical of an EMS, including an environmental policy, auditing, environmental training and monitoring.</p> <p>16. The applicant itself may be the Operator, in which event the applicant must comply with conditions 13, 14 and 15 above and it must submit all the plans and the EMS described therein to the Provincial Minister for approval prior to the operation of the stadium.</p> <p>17. The applicant shall be responsible for ensuring compliance with the conditions contained in this Record of Decision by any person acting on his behalf, including but not limited to, the Operator, an agent, employee or any person rendering a service to the applicant in respect of the activity, including but not limited to contractors and consultants.</p> <p>18. The applicant must notify the Department and any other relevant authority, in writing, within 24 hours of it becoming aware that any condition of this authorisation has not been complied with or is not being complied with.</p> <p>19. The applicant shall allow officials of the Department access to all of the properties referred to in Par A of this Record of Decision at all reasonable times for the purpose of assessing and/or monitoring compliance with the conditions contained in this Record of Decision.</p> <p>G. RECOMMENDATIONS: I make the following recommendations, which the applicant must seriously consider:</p> <ul style="list-style-type: none"> • adherence to FIFA's Green Goal Principles; • the recovery and re-use of as much material as possible during the demolition of the existing stadium structure (particularly bricks, rubble, wood, metal and re-usable products such as the seating which could be retained for other stadia); • the use of recycled materials in construction (e.g. in the foundations and in plastic products); • an investigation, in consultation with provincial and national Governments, of the possibility of using renewable energy sources in the stadium precinct and the urban park; <p style="text-align: right;">12</p>		
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Comment by & date received	Comments/concerns/questions	Theme	Response
	<ul style="list-style-type: none"> • the establishment of a consultative forum, which includes representatives of the Green Point, Granger Bay and Mouille Point communities and the broader Cape Town community, for the operation of the stadium and the urban park; • the accommodation of all existing sporting codes on the Green Point Common, if practically possible; • the rehabilitation of Fort Wynyard and the Green Point Track through appropriate conservation interventions; • the formulation by a suitable heritage specialist of Conservation Management and Interpretation Plans for the heritage resources in the immediate vicinity of the stadium, including guidelines for alterations, additions, repairs and maintenance; • the undertaking of a wind study once the final design information for the stadium is available; • preference should be given to locals when meeting direct labour requirements, sub-contracting and buying goods and services; • the applicant should proactively consider ways in which FIFA's requirements can be met while maximising opportunities for local businesses. The experience of other host cities should be instructive in this regard; and • ISO14001 should be used as a guide for the EMS. <p>H. KEY FACTORS AFFECTING MY DECISION:</p> <p>Planning Context The proposed stadium and urban park development is generally in line with the applicable structure plan and similar planning policy documents, including the Green Point Development Framework (1998) ('GPDF'). The GPDF includes as a priority the reinforcement of the Green Point Common as a public amenity of metropolitan importance. To realise this vision the policy emphasises the importance of maintaining public/social space offering relief to inner city inhabitants and supports the need for the Green Point Common to accommodate sporting facilities of an international status as well as local facilities meeting metropolitan and local sport and recreational needs. The GPDF suggests that a range of high order facilities can be strategically located as gateway elements within the Green Point Common area. The applicant's Municipal Council approved a deviation from the GPDF on 7 December 2006 'in order to establish the Multi-purpose Stadium and ancillary/incidental uses, together with electrical services infrastructure'. This does not alter the vision for the Green Point Common described in Chapter 7 of the GPDF. The extent of the deviation is that a portion of the golf course currently demarcated as private sport use, and a portion of the area currently demarcated for the stadium market, will now be used for the new stadium and ancillary uses.</p> <p>A focus of the GPDF is the integration of the Green Point Common area within the inner city and the reinforcement of linkages between the Common and the inner city, Atlantic Seaboard and Waterfront through an improved pedestrian and cycling network. To achieve this, the policy document suggests that a range of high order facilities can be strategically located as gateway elements within the Green Point Common area. The proposed development has been evaluated within this broader metropolitan context, cognisant of the vision for the area.</p> <p>The opportunity this proposal presents is the realisation of the Green Point Common as a public amenity, which has metropolitan significance. The benefits of this amenity to the broader public outweigh any potential negative environmental impacts that could be experienced by the immediate community of Green Point.</p> <p style="text-align: right;">13</p>		

	<p>Economic Impacts An Economic Impact Assessment was conducted for the proposed stadium and associated infrastructure. The study notes that from a national perspective, a new 68 000 seat stadium in Cape Town is not a necessity for the country to host the 2010 Soccer World Cup and would raise the already high opportunity costs of 2010. The Economic Impact Assessment concludes that if adequate funding is forthcoming from the National Government and there is no consequential reduction in future funding from the National Government, the positive economic impacts of the development for Cape Town will be highly significant. The improved local amenity associated with the project should exceed any potential increases in local negative impacts (such as noise, visual and traffic impacts) beyond those associated with the existing Green Point Stadium and facilities. In the long term the construction of the stadium and urban park will in fact have a positive impact on local property values with low to medium significance.</p> <p>The applicant has requested that the National Treasury fund R2 billion of the currently estimated cost of about R2,49 billion (plus VAT). Given the enormous sums of money involved and the requirements of legislation like the Local Government: Municipal Finance Management Act 56 of 2003, there is no doubt that the applicant will not conclude the construction contract for the stadium (let alone commence construction pursuant thereto) until it is satisfied that the requisite outside funding (particularly that from the National Treasury) will be forthcoming and the contractor can be paid for the work done under the contract.</p> <p>The opportunity the proposed development presents in terms of attracting added tourism expenditure in Cape Town post 2010 and increasing civic pride cannot be ignored. Stadium construction at Green Point will result in a highly significant stimulus to a variety of sub-sectors, the benefits of which would be felt in the whole of Cape Town and to a lesser degree throughout the province.</p> <p>Heritage Impacts From an archaeological point of view, the site of the new stadium is not considered to be sensitive as no evidence of burials or skeletal remains were found during trial excavations. The geological conditions on the site are also not favourable for use as burial grounds and therefore it is unlikely that burial areas extend to the Green Point Common. Some Stone Age shell middens are likely to occur along Beach Road near Fort Wynyard. The general lack of archaeological material probably relates to the fact that the Green Point Common has largely remained an undeveloped, open public space over time.</p> <p>A Heritage Impact Assessment ('HIA') was conducted and it was found that the development of the stadium on the golf course site would result in a moderate positive heritage impact. The heritage specialist concluded that the historical recreational role of the Green Point Common will be reinforced by the proposed stadium development. There will be a progression from the Green Point Common being one of the first sporting areas in Cape Town to a site containing a facility of broader national and international significance, thus contributing positively to the historic layering of the Green Point Common.</p> <p>The development of the stadium on the golf course site presents opportunities for the preservation and celebration of historic and cultural activities through linkages to surrounding heritage resources such as Fort Wynyard, Somerset Hospital and the Green Point Track. The position of the stadium on the golf course further provides a better opportunity for the possible accommodation of the existing sporting codes, as well as for the rationalization of land and resources and the retention of distinctive boundaries between green and built forms.</p> <p style="text-align: right;">14</p>		
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Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>The Granger Bay Boulevard will pass through a historically significant area, which includes the Green Point Track, a historically important site which has served as a social facility for previously marginalised communities with links to Bo-Kaap and the former District Six. The Track itself will not be affected because of the curved alignment of the road, although it will sever the B and C fields from the track.</p> <p>From a heritage and cultural perspective the proposed siting of the stadium on the golf course site and the urban park are seen to have a medium-high positive impact. They will create opportunities for more effective use of the Green Point Common. The built component will be concentrated on the eastern edge of the Green Point Common. Fewer sporting codes will be directly impacted by the new stadium. More space will be available for the reorganisation of the existing sporting codes and additional open space for other recreational activities.</p> <p>The original proposed electricity supply cable route from the Foreshore via the city centre was identified as having a high anticipated heritage impact and is not a favoured route alternative in terms of associated archaeological impacts. An alternative cable route that will follow the foreshore freeways, and then run via the Waterfront area before crossing over to the Green Point Common via Western Boulevard, has therefore been selected.</p> <p>The implementation of mitigation measures included as conditions in this Record of Decision will ensure that the impact of the proposed development on the cultural landscape is acceptable.</p> <p>Noise Impacts A noise specialist study was undertaken for the proposed stadium development. This study was reviewed by an acoustic design specialist with international stadium experience. According to the noise specialists, the impact of noise due to the events that will occur at both stadium alternatives will be a high negative impact. However, with appropriate mitigation measures, now stipulated in this Record of Decision, the noise impact could be reduced to medium negative.</p> <p>Anticipated noise impacts associated with concerts are of particular concern, the stadium and urban park operator will however implement an Event Management Plan that will, amongst other things, address the management of noise levels. Overall, through the use of technologically advanced sound systems, the incorporation of a partially closed roof and acoustically sensitive stadium design, and the management of noise levels during events, it is anticipated that the surrounding community will not be worse off than at present.</p> <p>Visual Impacts A Visual Impact Assessment ('VIA') was conducted for the proposal. The VIA concluded that both site alternatives will have a negative visual impact of high significance. However, it was found that the visual impact of the stadium on the golf course site will be lower and affect fewer people directly than if placed on the existing stadium site. The position of the stadium on the golf course site reduces the severance of the Green Point Common and creates the potential to unify the whole area. By locating the proposed stadium on the golf course site, the proposed development will be experienced as an extension of the existing development to the east of the Green Point Common and not as an intrusion into the Green Point Common. Given the existing and future planned bulk of development within the Somerset Hospital precincts and along the Granger Bay Boulevard, the stadium on the golf course site will be less perceived as introducing a new development into the area.</p> <p style="text-align: right;">15</p>		

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>The height of the stadium will not exceed 50 m above natural ground level, while the height of the podium will not exceed 9 m above natural ground level. The treatment of the façade, through the incorporation of a continuous outer skin, will enhance the aesthetics of the stadium.</p> <p>The redevelopment of the Green Point Common into an urban park will have a positive visual impact on the surrounding area.</p> <p>The overall significance of the visual impact of Granger Bay Boulevard is expected to be medium during the construction phase and low thereafter.</p> <p>It is anticipated that the completed electrical upgrade will not result in any significant visual impacts.</p> <p>Transport A Transport Impact Assessment was conducted for the proposed stadium development and various transport scenarios considered for the tournament and the post 2010 situation.</p> <p>The construction of a new stadium will result in substantial improvement of pedestrian and cycle facilities in the vicinity of Green Point which is considered positive.</p> <p>Through the provision of permanent parking bays in the stadium precinct for at least 2 000 vehicles, the parking situation at Green Point will improve from the current situation. For specific events temporary parking for a further 3 000 vehicles will be provided on the Green Point Common.</p> <p>The construction of the stadium will be an impetus for the upgrading of public transport in the vicinity such as the re-instatement of the planned Inner City Bus Distribution System. Private vehicle accessibility into the precinct will improve as well as internal circulation within the precinct.</p> <p>As regards the management of transport during events, this Record of Decision requires a Generic Event Management Plan catering for the various event scenarios. This plan must be mindful of the surrounding community. One of its elements must be a Transport Management Plan which must address, amongst other things, public and private transport, parking, access control and a public awareness and notification strategy. These plans will therefore facilitate the management during events of traffic into and around Green Point and will also provide for satellite parking locations with dedicated routes used to transport spectators to and from these parking areas. In this way the negative impact on the surrounding residents and businesses of the increased activity at the new stadium, will be managed and mitigated.</p> <p>Although the stadium will bring more traffic to the area during events, no significant impacts on traffic safety are anticipated due to the fact that the proposed improvements to the road and pedestrian/cycle infrastructure will counter these impacts.</p> <p>The development of Granger Bay Boulevard is not only necessary for the stadium, but will also planned future developments at the V&A Waterfront and in the Somerset Hospital precinct.</p> <p style="text-align: right;">16</p>		

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>Services Apart from the implementation of the electrical infrastructure upgrades authorised in this Record of Decision, the necessary linkages to the municipal services infrastructure are available and the applicant has confirmed that there is sufficient capacity to service the development.</p> <p>Social impacts A Social Impact Assessment was conducted for the proposed stadium development. A large number of concerns were raised by mainly local residents of Green Point and immediate surrounds. Key concerns raised related to the impact the stadium and stadium precinct would have on the loss of public recreational open space, the displacement of existing sporting codes and loss of facilities, the reduction in space available for sporting codes on the Green Point Common and the precedent for future commercial development on the Green Point Common. The Social Impact Assessment says that the preferred option for a new stadium on the Green Point Common is on the existing stadium site.</p> <p>However, more sporting fields will be affected by the placement of the stadium on the existing stadium site and the opportunity to have more space available to include other activities other than formal sports will be lost. Local impacts such as visual and heritage impacts will also be less if the stadium is placed on the golf course site. Where possible, existing sporting codes and other uses will be accommodated during the redevelopment of the Green Point Common, with the Metropolitan Golf Course, athletics track and informal trading uses possibly being accommodated on the Green Point Common.</p> <p>The implementation of the Stadium and Urban Park Operating Agreement and Urban Park Operational Management Plan required by this Record of Decision will result in a better management dispensation for the Green Point Common (including the sporting codes) than that at present. The increased regional amenity value of the stadium and urban park will outweigh any negative impacts for any particular sporting codes. The quality of the recreational space will be enhanced.</p> <p>The development will not set a precedent for future commercial development of the Green Point Common.</p> <p>The creation of a stadium that is a multi-purpose venue for functions and matches will also be enhanced by the development of a safe and accessible urban park on the Green Point Common.</p> <p>Concerns around construction related impacts that were raised in the assessment can and will be managed through the implementation of a construction phase Environmental Management Plan required by this Record of Decision.</p> <p>Alternatives Based on FIFA's requirements for a stadium for an opening match, a semi-final match and a final match – namely that the stadium must have a minimum spectator capacity of 60 000, excluding seating for the media and VIP's, and a total capacity, including VIP's and media, 65 000 – the City of Cape Town considered two sites for the placement of the proposed Green Point Stadium: the existing Green Point Stadium site and a site on the southern portion of the Metropolitan Golf Course. The 'No Go' option was also considered and served as a baseline against which the other alternatives were evaluated. The 'No Go' option is the situation where no stadium is built at Green Point or anywhere else in Cape Town. The implication of this alternative is that no semi-final venue will be available for the 2010 FIFA World Cup tournament in Cape Town.</p> <p style="text-align: right;">17</p>		

The 'No Go' option was not invoked because none of the adverse impacts of the proposed development was so significant that no stadium of this sort should be constructed on the Green Point Common. In addition, the benefits of the new stadium and urban park for the broader community of Cape Town outweigh the negative environmental impacts on the local community in the surrounding areas.

Although many of the stakeholders who commented on the proposal are in favour of the new stadium being positioned on the existing stadium site, the golf course site alternative is the preferred alternative because it will result in, amongst other things:

- an overall lower visual impact;
- a higher positive response to heritage indicators;
- a lower severance impact on the landscape with the built component being concentrated on the eastern edge of the Green Point Common;
- less sporting codes being directly impacted by the new stadium; and
- more space being available for the reorganisation of the existing sporting codes and will provide additional open space for recreational activities other than formal sports.

Public Participation

The development received wide media coverage and the public participation process followed included:

Media Notices

The public were notified of the proposal, invited to an Open House Day and invited to register as Interested and Affected Parties ("I&APs") through notices in the following papers: *Sunday Times* on 2 April 2006, *Die Burger* on 29 March 2006, *Cape Argus* on 29 March 2006, *Cape Times* on 29 March 2006, and *Atlantic Sun* on 30 March 2006.

The public were informed of a second public meeting and the availability of the draft Environmental Impact Report through notices in the following papers: *Die Burger* on 21 July 2006, *Cape Argus* on 21 July 2006, and *Cape Times* on 21 July 2006.

Background Information Document and Information Sheets

Background Information Documents ("BIDs") which included an invitation to the Open House Day were distributed on 30 March 2006 to residential and commercial buildings in Green Point directly abutting the Green Point Common as well as other identified I&APs and those who responded to the advertisements. This was done through mail drops, email and facsimile as well as displaying posters in the foyers of apartment blocks and commercial stores surrounding the Green Point Common.

Registered I&APs were also given information sheets and afforded the opportunity to comment on the documents at the draft Scoping Report stage on 25 April 2006 and the draft EIR stage on 21 July 2006.

A letter as well as an email was distributed on 22 September 2006 informing registered I&APs that the final EIR was available for comment. All information sheets and documents were also made available on The Environmental Partnership's website.

Public libraries

The draft Scoping Report was made available at the Cape Town, Sea Point, Camps Bay, Athlone and Claremont public libraries.

The draft EIR and final EIR were made available at the Cape Town, Sea Point, Camps Bay, Claremont, Athlone, Strand (in the case of the draft EIR), Bellville, Atlantis, Mitchell's Plain and Somerset West (in the case of the Final EIR) public libraries.

Public Meetings and Focus Group Meetings

Two public meetings were held. The first public meeting was held on 11 April 2006 at the Hamilton's Rugby Club. The findings of the draft EIR were presented at a second public meeting held on 7 August 2006 at the Sea Point Civic Centre.

Two Focus Group meetings were held. The first meeting was held on 15 May 2006 with the Mouille Point Residents and Ratepayers Association and the Green Point Common Coalition. The second meeting was held on 23 May 2006 with the Oasis United Cricket Club and Schotse Kloof Cricket Club.

Comments received

A large number of comments were received from I&APs throughout the process. The majority of comments were concerns related to the stadium being built at Green Point. Comments centred around, amongst other things, the following issues:

- Financial implications
- Traffic, transport and access
- Parking
- Noise Impact
- Visual Impact
- Urban Park
- Existing sports facilities
- Impact on the bio-physical environment
- Crime
- Comments on the two Common alternative sites
- Construction-phase impacts
- Alternative sites
- Impact on property values
- EIA process
- Stadium site selection process
- Legal and policy issues
- Socio-economic comments
- Sustainability of the proposed stadium
- Vagrants
- Safety and security
- Tourism comments
- Pollution increase
- Comments on existing services
- Rezoning and title deeds

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- Granger Bay Boulevard
- Leases
- Specialist studies
- Urban Park

All the above issues were addressed during the process and as a result specific mitigatory measures and conditions of approval have been included in this Record of Decision.

I. DURATION AND DATE OF EXPIRY:

This authorisation shall lapse if the activity does not commence within **three (3)** years of the date of issue of this authorisation.

J. GENERAL:

if any condition imposed in terms of this authorisation is not being complied with, the authorisation may be withdrawn after 30 days written notice to the applicant in terms of section 22(4) of the ECA. Failure to comply with any of these conditions is also an offence and may be dealt with in terms of sections 29, 30 and 31 of the ECA as well as any other appropriate legal mechanisms.

The Western Cape Provincial Government or any of its organs appointed in terms of the conditions of the authorisation in this Record of Decision or any other public authority or organisation referred to therein shall not be held responsible for any damage or losses suffered by the applicant, developer or their successors in title for anything done in good faith pursuant to this authorisation or such conditions, including where construction or any operations subsequent to construction are temporarily or permanently stopped for reasons of non-compliance by the applicant, developer or their successors in title in title with the conditions of the authorisation in this Record of Decision or any other subsequent document emanating from this Record of Decision.

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

Yours faithfully



TASNEEM ESSOP
MINISTER FOR ENVIRONMENT, PLANNING AND ECONOMIC DEVELOPMENT

DATE OF DECISION: 5.01.07

Copies to: (1) Ms C. du Toit (The Environmental Partnership) Fax (021) 422 0998
 (2) Mr D. Hugo (City of Cape Town) Fax: (021) 419 7096

Private Bag x 9186, Cape Town, 8000 Tel (+27 21) 483-3915 Fax (+27 21) 483-6081
 Privaatsak x 9186, Kaapstad, 8000 Tel (+27 21) 483-3915 Faks (+27 21) 483-6081



GREEN POINT : URBAN PARK REVISED SITE DEVELOPMENT PLAN / LANDSCAPE CONCEPT PLAN 25 May 2006 OvP Associates : Landscape Architects
 2018 Soccer World Cup - Cape Town Dwg# 520 / 174 / 006 Rev / Plan C tel 021 482 1262 fax 021 481 8182 email dery@ovp.co.za

Conditions related to design elements include:

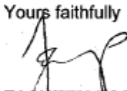

2. The design and treatment of facilities in the urban park must accommodate the needs of the physically challenged.
3. A walking/running track around the golf course periphery must be implemented with appropriate safety measures.
4. Natural and visually permeable boundaries around the golf course such as water features and green edges such as hedging must be implemented.
5. An appropriate fencing and parking plan must form part of the detailed design. While fencing must serve security needs, fencing must be sensitively designed (e.g. green "fencing" such as hedging) and placed with regard to aesthetic considerations and the need to create an integrated recreational space which allows for the easy movement of the public throughout the park.
6. The process of finalising plans for the upgrade of the beachfront and promenade must include an opportunity for the public to provide their input on any proposals, and final plans must be subject to approval from the relevant authority.

The following operational aspects which are consistent with my Record of Decision dated 5 January 2007 must be implemented:

7. Permanent parking for park users must not be provided in areas designated as Urban Park space (ie. Area No. 5 demarcated in Diagram 9).
8. Additional parking on sports grounds and areas designated for Urban Park use is only permitted for large events in accordance with the transport management plan which the stadium operator has to put in place in terms of the event management plan.
9. Consideration must be given to providing additional parking for park users within the stadium precinct and new stadium on non-event days.
10. Traffic calming measures must be introduced along Beach Road in order to facilitate safe public movement through the park to the Sea Point promenade.
11. The design and operation of the stadium and urban park must provide for energy and water-efficiency, must adopt an integrated waste management approach and must avoid the pollution of surface or ground water.
 - 11.1. Where practically possible, the following water-efficiency measures must be taken or implemented:
 - 11.1.1. water-efficient fittings on showers, taps and toilets (multi-flush rather than dual-flush);
 - 11.1.2. water-wise landscaping; and
 - 11.1.3. rainwater harvesting and storage for irrigation and toilet flushing.
 - 11.2. Where practically possible, the following energy-efficiency measures must be taken or implemented:
 - 11.2.1. energy-efficient lighting and automatic switches and sensors,
 - 11.2.2. energy efficient heating, ventilation and cooling systems (including minimal pipe runs and heat exchange),
 - 11.2.3. insulation of hot water pipes,

- 11.2.4. the use of solar water geysers, and
- 11.2.5. maximum use of daylighting.

12. The implementation of the Architectural and Landscaping Guidelines and the Site Development Plans for the stadium precinct and the urban park for the 2010 FIFA World Cup tournament must be completed prior to the commencement of the operation of the stadium.
13. The implementation of the Architectural and Landscaping Guidelines and the Site Development Plans for the stadium precinct and the urban park for post 2010 must commence within two (2) months after the completion of the 2010 FIFA World Cup tournament and must be completed within twelve (12) months of such commencement.
14. It is re-iterated that a Stadium and Urban Park Operating Agreement must be entered into between the applicant and the operator of the stadium and urban park ('the Operator') prior to the commencement of the operation of the stadium. This agreement must include an Urban Park Operational Management Plan that is mindful of the surrounding community and be based on the premise that the urban park is for use by all the citizens of Cape Town. This Plan must include, amongst other things:
 - 14.1. a permitting system to accommodate the various sporting codes and other uses (such as informal trading) which must facilitate participation by the broader Cape Town community through, amongst other things, reasonable and affordable fee structures;
 - 14.2. a maintenance and operational plan for the general use areas of the urban park, including the landscaped areas and pedestrian and cycle tracks;
 - 14.3. a maintenance plan for the playing fields and associated facilities; and
 - 14.4. security and access control measures.
15. The following further matters, amongst others, must be addressed in the Stadium and Urban Park Operating Agreement:
 - 15.1. The stadium and urban park must be managed as an integrated whole.
 - 15.2. The costs of implementing the Stadium Operational Management Plan and the Urban Park Operational Management Plan must be borne by the Operator.
16. The Operator must compile and submit to the applicant for approval an acceptable Environmental Management System ('EMS') for the stadium and urban park. The EMS must, amongst other things:
 - 16.1. incorporate the conditions of authorisation contained in my Record of Decision dated 5 January 2007 which apply to the operational phase of the project; and
 - 16.2. be based on the best practice approach for such systems and must include all the components that are typical of an EMS, including an environmental policy, auditing, environmental training and monitoring.

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>The following conditions supported by the Mayoral Committee must be implemented:</p> <p>17. No major events are to be held within the reconstructed Athletics and Soccer facility at the old stadium without the prior approval by the City Manager in terms of the Events Policy, including proper consultation with the community.</p> <p>18. The reconstructed Athletics and Soccer Facility must incorporate a site specific line array (or similar) speaker system to limit noise pollution and no external sound system is permitted.</p> <p>Condition related to the vision for the Urban Park:</p> <p>19. The design and operation of the Urban Park must be underpinned by the principles contained in – and ultimately lead to the realisation of – the following vision for the Urban Park–</p> <p>To create a quality multi-purpose open space and sports complex that will accommodate a range of sports codes and sporting facilities of an international status as well as local facilities meeting metropolitan and local sport needs, limited informal trading and a range of other recreational pursuits offering relief to inner city inhabitants – the Urban Park becoming a public amenity of metropolitan significance and a space for intercultural social integration – serving the broader Cape Town community now and in the future.</p> <p>C. RECOMMENDATIONS:</p> <ul style="list-style-type: none"> Whilst I am disappointed with the City's final design in terms of the allocation of space to the different sporting codes, it is acknowledged that there are complex challenges facing the City in this regard. It is, however, recommended that in the future the City reconsider the design of the golf course in order to make more space available for general public use and other sporting codes. In this regard the City should consider creative design options cognisant of international golf course design trends towards reduced par ratings. In line with the vision for the urban park being a space for intercultural social integration it is recommended that consideration be given to the proposal by the Western Cape Diverse Traditional Leaders Forum and that a multicultural village be accommodated in the park. <p>Your interest in the future of our environment is greatly appreciated.</p> <p>Yours faithfully</p>  <p>TASNEEM ESSOP MINISTER FOR ENVIRONMENT, PLANNING AND ECONOMIC DEVELOPMENT</p> <p>DATE OF DECISION: <u>30.6.08</u></p> <p>Private Bag x 9186, Cape Town, 8000 Tel (+27 21) 483-3915 Fax (+27 21) 483-6081 Privaatsak x 9186, Kaapstad, 8000 Tel (+27 21) 483-3915 Faks (+27 21) 483-6081</p>  <p>4</p>		
<p>Shaun Krieger Via Website 21/11/2025</p>	<p>I am fully supportive of the idea.</p>	<p>Support</p>	<p>Your support for the proposed development has been noted.</p>
<p>Denis Wilkinson Via Website 21/11/2025</p>	<p>Looks interesting and depending on costs could be an asset for Cape Town.</p>	<p>Support</p>	<p>Your support for the proposed development has been noted.</p>
<p>Buckley Gouws Via Website 22/11/2025</p>	<p>Great idea.</p>	<p>Support</p>	<p>Your support for the proposed development has been noted.</p>
<p>Bernedee Manuel Via Website 23/11/2025</p>	<p>Yes more affordable housing is good, we need homes.</p>	<p>Affordable housing</p>	<p>Your comment has been noted. The concept design for the proposed mixed-use development includes residentially led development including the provision of market-led affordable housing.</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
<p>Philip Todres Via Email 24/11/2024</p>	<p>I respond to the Draft Development Concept Information Document, after visiting the display for the Proposed Urban Design. Personally, I am NOT against the development to help provide affordable housing in the area. I do have a problem in terms of being provided with <i>adequate</i> information to gain an informed impression of the project.</p> <ol style="list-style-type: none"> I was disappointed that there was no model to clearly reflect the scale or the design of the development. There was no representative from the City of Cape Town to answer any questions about the development. There is no information whether the units will be for sale or for rental. This also means there is no idea of the cost of purchase or rental. <p>4. What are the size options for the units, and an indication of costs.</p> <p>5. The retail/commercial aspect: will this be a way to generate income to help maintain the overall development?</p> <p>6. Given the intense increase of housing and commercial development in the Sea Point/Three Anchor Bay/Green Point area, what plans are in place to provide essential infrastructure services such as schools, health care, and parking facilities. The comment on "visual, traffic and social impacts of the project" are inadequate.</p>	<p>Traffic, parking, services, concept design & visual</p>	<ol style="list-style-type: none"> The poster displays included 3D models for the proposed design concept, but no hard model has been made for the draft concept design which is still being refined. The City of Cape Town representatives were at the Open House to discuss the proposed draft concept design. As per the Socio-Economic Impact Assessment the proposed development will add a significant number of residential units to an area where demand is very high, thus contributing to housing availability. Additionally, the proposed development will include affordable housing as 20 per cent of the residential units, allowing middle-income households an opportunity to live in an area where the market almost exclusively caters to high-income earners. It is important to note that affordable housing refers to housing catered at households earning up to R34 400 per month (as of 2025), which translates to a maximum rent of approximately R11 500 per month. Affordable housing is also considered in context of its surrounding area. Refer to Appendix G3 of the draft BAR for more details. The proposal is concept level, and the size of the units will be determined by the future developer/s of the site. A mixed-use development is proposed to create a vibrant, activated development which will contribute positively to the area. The inclusion of a flexible mix of development rights with certain minimum requirements will ensure a development that achieves the City's strategic development objectives and is more sustainable in the future, and although promoted as a residentially-led development, the eventual basket of development rights will include a flexible mix of uses. The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR. <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development.</p>
<p>Simone Kredo Via Website 25/11/2025</p>	<p>The current and planned rapid over-densification of our once beloved Atlantic Seaboard, from Green Point all the way to Camps Bay has had significant consequence which I warn the DA ignore at their peril. For example: Do you know that a simple Sunday drive from Sea Point to Camps Bay on Sunday takes over an hour! It used to take me 12mins to get to my office daily - it can now take 45mins now! If I am lucky. Simple logic:</p> <ol style="list-style-type: none"> Strain on infrastructure: Increased population density is putting untenable pressure on existing roads, water, and sewage systems, leading to shortages and system failures. We have more than enough evidence! 	<p>Traffic, parking, density, services, environmental & property market</p>	<ol style="list-style-type: none"> The strain on existing infrastructure is acknowledged. The City has also received confirmation of sufficient capacity within the existing water and sewer networks to support the proposed development (see Appendix L2 of the draft BAR). Electrical capacity of the proposed point of connection at the Mouille Point Substation will be confirmed through further engagement with the City of Cape Town during subsequent project stages. A new substation is also included on site in the proposed concept design. Key electrical infrastructure requirements include (Appendix L4 of the draft BAR): <ul style="list-style-type: none"> A new substation to accommodate the development load, New 3-feeder-group of underground cables from Mouille Point 132/11kV substation, Relocation and/or protection of existing buried services including medium and high voltage cables and dedicated feeds to the SABC studios,

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	<p>2. Loss of character: this extreme RAPID over-development has already destroyed the unique identity and charm of our once charming seaboard, driving away original residents and businesses who made this place so attractive.</p> <p>3. Increased costs: RATES are increased on assumed rise in home prices based on new builds - this needs a reality check. Our existing homes are being destroyed in the process. We are also being charged for cleaning other peoples streets based on assumed value of our homes with no reasoning. Unsustainable. Locals can no longer afford to live here - votes will shift - watch - the longtime locals are feeling the pain - DA take note We are being penalized for what we don't need or want.</p> <p>4. Environmental degradation: every street has a story to tell. Burst pipes - they just can't take the pressure and the system can't replace quickly enough. Sewer systems can't cope, we have regular overflows in our area. Trucks blocking roads, concrete dropped all over the place, serious air pollution, harmful dust is truly alarming, broken curb stones and pavements, totally uncontrolled construction damage all over. Our ecosystems and natural resources are being systematically destroyed.</p> <p>5. Traffic and congestion: More residents and visitors are already causing intolerable traffic jams, parking chaos and overall decreased quality of life.</p> <p>6. Pressure on services: major strain on basic local services: schools, healthcare, and emergency response.</p> <p>7. Potential for social issues: the poorly planned RAPID growth has already lead to social problems: More vagrants and beggars, violent street children increased urination and even defecation in public places, increased crime, noise (no response to complaints) and general disruption of community dynamics. I VEHEMENTLY OPPOSE THE DEVELOPMENT PLANS PROPOSED FOR Erf 2187 in Green Point!</p>		<ul style="list-style-type: none"> Internal medium- and low-voltage reticulation systems. <p>2. The proposed concept design considers the unique retail character of the surrounding area as well as the architecture and massing of surrounding developments. The architecturally significant library and civic centre buildings are to be retained on site. Developing on an already transformed piece of land in the City aligns with the City's spatial objectives to reduce urban sprawl and create opportunities for people to live close to employment opportunities.</p> <p>3. The proposed development will result in the redevelopment of an underutilised, well-located site within the Atlantic Seaboard, which is expected to contribute to the strengthening of surrounding property values over time. The residential component includes provision for market-led affordable housing. The proposed development is expected to support existing property values in the surrounding area by introducing a high-quality, mixed-use development that enhances local attractiveness and economic activity. However, given the already high property values and strong market demand in the area, the development itself is unlikely to result in a significant increase beyond current market trends.</p> <p>4. Performance of the water main system in the area is monitored and generally stable. Pipes do burst due to pressure differentials caused by PRV failures. The proposed development is expected to connect to the Green Point Wastewater Treatment Works, which has confirmed sufficient capacity. The Environmental Management Programme (Appendix H of the draft BAR) includes mitigation measures to prevent/minimize pollution to the environment.</p> <p>5. The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development.</p> <p>6. The pressure on services is acknowledged, and the proposed concept intends to retain and enhance key community services on the site, namely the library, civic centre and ECD facility.</p> <p>7. The proposed mixed-use development of the currently underutilised site is anticipated to contribute positively to passive surveillance, activity levels, and overall perceptions of safety within the surrounding urban area by increasing consistent day- and night-time occupancy.</p>
<p>Jonah Zilberg Via Website 25/11/2025</p>	<p>This area is bursting at the seams with overwhelming traffic. It is completely unsustainable to develop this into an area that will greatly increase the number of cars on the road. There are no dedicated bike lanes and public transport is totally lacking.</p>	<p>Traffic</p>	<p>A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also investigated the need for additional non-motorised transport infrastructure. Refer to Appendix G4 for additional information.</p>
<p>Carey Lagoe Via Website 25/11/2025</p>	<p>Logistics is the most important aspect to consider.</p>		<p>Your comment is acknowledged.</p>

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<p>Diana Sochen On behalf of Cape Jewish Seniors Association Via Email 25/11/2025</p>	<p>Subject: Proposed Mixed-Use Development on Erf 2187, Three Anchor Bay, Green Point</p> <p>After discussion with Mr Philip Todres who visited the display for the proposed urban design and discussed his feelings with the committee of Cape Jewish Seniors.</p> <p>We concur that we are not against the development to help provide affordable housing in the area but agree that there is a problem that adequate information has not been provided to gain an informed impression of the project.</p> <p>He mentioned to the committee that there was:-</p> <ol style="list-style-type: none"> 1. No model to clearly reflect the scale or the design of the development. 2. No representative from the City of Cape Town to answer any questions about the development. 3. No information whether the units will be for sale or for rental. This also means there is no idea of the cost of purchase or rental. 4. No information on the size options for the units, and an indication of costs. <p>The retail/commercial aspect: will this be a way to generate income to help maintain the overall development? Given the intense increase of housing and commercial development in the Sea Point/Three Anchor Bay/Green Point area, what plans are in place to provide essential infrastructure services such as schools, health care, and parking facilities. The comment on "visual, traffic and social impacts of the project" are inadequate.</p>	<p>Concept design & affordable housing</p>	<p>[Response sent from Councillor Jowel on 25 November 2025]:</p> <p>"Hello Diana I just wanted to check what time you visited the open day as while I was there were quite a few people from the city there who were answering questions. Infinity were also as informed and could answer any questions."</p> <p>Please refer to page /// for the response to Philip Todres's comments.</p>
<p>Zaida Adams Via Website 26/11/2025</p>	<p>Why are the buildings so high. Blocking sunlight and views.</p>	<p>Concept design & visual</p>	<p>The proposed building heights have been designed in compliance with the City of Cape Town's Tall Building Policy and Design Guidelines (2013) and respond to the surrounding urban context in terms of scale, urban grain, and existing built form. The design approach incorporates a varied height profile across the site, establishing a clear hierarchy of built form, enhancing visual interest, and contributing to a cohesive and legible urban skyline. The visual impact assessment undertaken indicates that the proposed 15m podium with taller towers of 30-45m in specific positions can be accommodated within the receiving environment without resulting in unacceptable visual impacts. Key view corridors and visual sensitivities have been considered and preserved (refer to the Visual Impact Assessment – Appendix G2 of the draft BAR).</p>
<p>Rosemary Baronetti Via Website 26/11/2025</p>	<p>My concern is around urban densification and adequate transport, parking and service delivery for all the new residents that the development will bring in. There needs to be clear provision for the additional strain that will be placed on traffic, parking, water, electricity and refuse removal. I would also like confirmation that the library will continue to exist for the community. It acts as a key public space to many in the community.</p>	<p>Parking, public space, water and electricity services</p>	<p>Despite the site falling within a PT2 Parking area where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015), the concept recommends parking be provided in a three-level super basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development. Furthermore, adequate public parking within the civic node precinct for civic users will also be provided, as well as a dedicated parking area with secure access points for the CPOA. The development also aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles. Furthermore, adequate public parking within the civic node precinct for civic users will also be provided, as well as a dedicated parking area with secure access points for the CPOA.</p> <p>A Civil Services Report has been compiled to assess the demand that the proposed development will place on the existing water and sewer services infrastructure as well as outline the concepts proposed and interventions required to support the development. Refer to Appendix L2 of the draft BAR.</p> <p>Key electrical infrastructure requirements include (Appendix L4 of the draft BAR):</p>

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			<ul style="list-style-type: none"> • A new substation to accommodate the development load, • New 3-feeder-group of underground cables from Mouille Point 132/11kV substation, • Relocation and/or protection of existing buried services including medium and high voltage cables and dedicated feeds to the SABC studios, • Internal medium- and low-voltage reticulation systems. <p>The proposed concept design for the site retains the library and civic centre, as the cultural and architectural anchors of the site. Both of these heritage sites will be sensitively upgraded to improve their functionality while respecting their heritage significance, allowing these buildings to continue serving as accessible public spaces.</p>
Georgina Armstrong Via Website 26/11/2025	This piece of land was for public benefit before and was not a large contributor to traffic or waste disposal in a VERY congested area. This parcel of land should be preserved for public benefit, not handed over to rapacious, profit-obsessed developers who will build yet another block of soon-to-be Air BnB flats, with a few token "affordable" units and some shops masquerading as "mixed use". Do better, COCT.	Public space	<p>The site currently serves no public recreational function other than the civic node, which includes the library and civic centre. The existing civic forecourt, recognised for its heritage significance, will be sensitively upgraded to enhance its role as an active public space. Existing sports-related activities on the site are privately operated and not publicly accessible.</p> <p>Recent City of Cape Town policy updates indicate that properties primarily used for commercial short-term letting may be subject to commercial property rates in terms of the City's Rates Policy and proposed Short-Term Letting By-law framework with the intention of improving fairness in the accommodation industry, identifying properties operating commercially, and making sure they are paying the correct municipal property rates. (https://www.capetown.gov.za/Media-and-news/Commercial%20Short-Term%20Letting%20compliance%20updates%20to%20City%20Rates%20Policy).</p> <p>The proposed concept design includes residentially led development including the provision for market-led affordable housing among open market residential opportunities, and the developer will be required to deliver on the City objectives associated with the site as described in the proposed concept design and conceptual framework in the draft BAR. It is the intention of the proposed concept design that the community needs associated with the civic node are retained and enhanced, provision for residential space (inclusive of market-led affordable housing) is included close to economic opportunities, and that continuity is ensured with the unique surrounding retail character.</p>
Joanna Freedendal Via Email 26/11/2025	Subject: Homeless People Good Day, I comment on the draft concept of the Infinity Environmental as follows: - I have been working with a team feeding homeless people in Greenpoint Park carpark for the past 5 years. The food is supplied by Ladels of Love at UTurn in Roeland St. Although it is certainly satisfying to be able to give nutritious food to hungry people, I have long felt feeding them does not solve the problem long-term. It simply makes the people dependent. For this reason, I have emailed City of Cape Town several times over some years suggesting a food garden be established for homeless people to learn to grow their own food and be self-sufficient. Homeless people are continuing to be attracted to Seapoint/Greepoint because of wealth and increasing development. I believe they would be better off in a community project where they are trained to grow their own food and be self-sufficient. This would help reduce poverty and crime and impress tourists more than seeing them begging on the streets. It would be good use of ratepayers funds in the community. Thank you for this opportunity to share.	Public space	<p>Thank you for your comment, the ongoing support provided through local feeding initiatives and community organisations is acknowledged and appreciated.</p> <p>Your comment regarding the importance of longer-term, sustainable responses to homelessness is noted. The City's broader challenges associated with homelessness, poverty, and social vulnerability are recognised as complex socio-economic issues requiring coordinated interventions from multiple stakeholders, including government, NGOs, social development organisations, and community groups.</p> <p>The proposed concept design is a residentially led mixed-use development within an existing urban area and is not intended to function as a social development or homelessness intervention project. The site has been earmarked in spatial planning policy for high density residential use, as well as civic and institutional structuring open space. The proposal intends to contribute positively to the urban environment through the redevelopment of an underutilised site, increased urban activation, and the introduction of additional residential and mixed-use opportunities in proximity to the Cape Town CBD and public transport networks.</p> <p>The City does offer Safe Spaces for homeless people as described on their website: https://www.capetown.gov.za/local%20and%20communities/community-health-and-safety/street-people/safe-spaces</p>
Monique Manning Via Email 27/11/2025	Subject: Register for Housing Project "Good day, I would like to register for the housing project in Green Point.	Affordable housing	<p>[Responded to on 28 November 2025]:</p> <p>"Good morning Monique, Please note that the proposed mixed-use development in Three Anchor Bay is in the concept design phase and is not at the stage of housing applications. We are facilitating the stakeholder engagement process for this project which will inform the final concept design, and for housing related queries please contact the relevant city department or use their</p>

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	<p>Please advise me what process or steps I would need to take I am on the housing project listed for 6 years I work in Town and earn a salary of R15000pm. I've never also owned a property before. I hope you understand and I hope my email finds you well."</p>		<p>website: https://www.capetown.gov.za/City-Connect/Register/Housing-and-property/Register-on-the-housing-database".</p>
<p>Margot Solomon Via Website 27/11/2025</p>	<p>If you do not receive my attached doc, please let me know an email address I can email my comments to.</p> <p>[Attached document received]: Comment on the suggestion of the possible new Three Anchor Bay Development. I am the owner of 4 properties on or very close to the proposed site. Having been resident in the area for more than 30 years I have watched and been affected by the continued development happening in the surrounding Sea Point and Green Point areas. Personally, I feel that the council should not be persuaded by developers to sell of council land for more development until the basics are attended to and are ready to absorb the pressures of an enormous possible development as is being suggested in this instance. I have no objection to reurbanisation and development, but it needs to be done respecting that there needs to be a balance with real planning and assessment of available infrastructure. I believe there are limitations to what can sustainably be built in the area without inevitably reaching a point where the infrastructure becomes more and more dysfunctional as there is more and more pressure. There needs to be walk where there's talk – and council need a better plan to convince residents that more development will not cause more chaos. I am talking about:</p> <ol style="list-style-type: none"> 1. Road capacity which has a limit before we live in a totally grid locked area. The road network needs to be improved to accommodate extra traffic. In South Africa and Cape Town – people do not tend to walk or take public transport as many have vehicles they prefer to use for many different reasons. 2. Sewerage infrastructure needs a serious upgrade before taking on the proposed load of new infrastructure. This has been due for many years already and should be a priority. 3. Reinvestment of funds. The council needs to be seen reinvesting some of the funds they generate from development to the residents in the affected area. Its not all about gaining more income – there needs to be reinvestment – not only to the poorer economic areas but also in the affected area as it is this area where the ratepayer's area paying increasingly higher rates which help develop outlying less well-off economic areas too. <p>Better balance weighing up development vs improved infrastructure will lead to a world class city if practiced – at this stage I am concerned that there is not enough balance and that we may as a city lose the plot because of lack of planning.</p>	<p>Traffic, parking & services</p>	<p>Your attached document has been received and responded to below.</p> <ol style="list-style-type: none"> 1. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Further details are provided in Appendix G4 of the draft BAR. 2. The development will discharge to the Green Point Wastewater Treatment Plant, which has confirmed capacity. The City has also received confirmation of sufficient capacity within the existing water and sewer networks to support the proposed development (see Appendix L2 of the draft BAR). 3. As stated in the Heritage Impact Assessment (Appendix G1 of the draft BAR), the city will have to make sufficient budgetary provision for maintenance and upgrades to the library and civic centre or ensure cross-subsidisation as part of the redevelopment agreement. Upgrading and enhancing the civic node will benefit the surrounding communities who make use of these spaces and services.
<p>Bernard Benatar Via Website 29/11/2025</p>	<p>This is a fantastic idea and I support it.</p>	<p>Public engagement</p>	<p>Your support for the proposed development has been noted.</p>

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Kevin Turner Via Website 29/11/2025	Communication and language use should be more accessible to citizens who are not familiar or used technical terminology used by town planners, architects, etc. I have not found any information that explains how the development will aid or service the aging community (see poster entitled Next Steps, subsection Population). It is time the densification policy is implemented with greater care, to avoid the trend of generating income for the city (rates) at the expense of the standard of living of the locals.	Concept design & town planning	The proposed mixed-use development is intended to service various community needs via the retention and sensitive upgrade to the civic node on the site (the library, civic centre and provision of a new ECD facility). The site is also located directly adjacent to the Cape Peninsula Organisation for the Aged (CPOA Sea Point Place). The high residential component addresses the need for more housing opportunities in the City, enabling people to live close to economic opportunities. The surrounding area has a unique retail and recreational character, and the proposed concept intends to link with these aspects via activation of a retail edge and inclusion of pedestrian and green networks in the concept design. The proposed development is therefore intended to benefit, rather than negatively impact, the standard of living of local people.
Shirleen Faku Via Website 30/11/2025	I do not support this because there is a lot of land issues in Cape Town and locals cannot afford buying property or land. This project is to increase tourism, and this will drive up property prices higher again!!!	Affordable housing	The proposed development will result in the redevelopment of an underutilised, well-located site within the Atlantic Seaboard, which is expected to contribute to the strengthening of surrounding property values over time. The proposed development is expected to support existing property values in the surrounding area by introducing a high-quality, mixed-use development that enhances local attractiveness and economic activity. However, given the already high property values and strong market demand in the area, the development itself is unlikely to result in a significant increase beyond current market trends.
Tamra Capstick-Dale Via Website 30/11/2025	I simply cannot understand why the City is selling off all and every public land. I understand needing the money to instal infrastructure in poor areas, but this constant development is really affecting those who pay very high rates. The Atlantic seaboard is completely overdeveloped already. Traffic is horrendous, property is overpriced and overtaxed, people's quality of life is worsening - either by free for all rezoning and over approval of development projects, impacts on their property in terms of light and views, heavy congestion even in off peak....it just goes on and on. there's enough densification now please. But it doesn't appear anyone out there is listening because the focus is not on our wellbeing, but on getting more rates - at any expense. Please do not go ahead with this development - more people, more cars, more congestion, and even worse, it removes a piece of public open space. We can't even go to the Urban Park anymore - there is no parking and it's too far to walk. Rather do a very small development and leave the rest for the citizens of the area.	Public space	<p>The site currently serves no public recreational function other than the civic node, which includes the library and civic centre. The existing civic forecourt, library and civic centre are recognised for their heritage significance and will be sensitively upgraded to enhance the civic node's role as an active public space. Some increase in congestion and delays may occur during peak periods, associated with the proposed development, but the Transport Impact Assessment (Appendix G4 of the draft BAR) states that the surrounding road network is expected to continue operating acceptably overall. The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development. Adequate public parking within the civic node precinct for civic users included in the proposed concept design, as well as a dedicated parking area with secure access points for the CPOA. The Visual Impact Assessment (Appendix G2 of the draft BAR) addresses the potential visual impacts, and visual indicators have informed the proposed concept design to ensure key view corridors and sensitivities have been adequately considered.</p>
Alex Patt Via Website 30/11/2025	This is needed.	Public engagement	Your support for the proposed development has been noted.
Donna Bernhadi Via Website 01/12/2025	Citizen of Cape Town --- this is a fabulous ideal please may it become reality.	Public engagement	Your support for the proposed development has been noted.
Marina Vayanos Via Website 01/12/2025	Proposed Mixed-Use Development on Erf 2187, Three Anchor Bay, Green Point Comments: Given that development is needed in Cape Town, particularly for residential housing, I am not against development. It is necessary. I am also not against mixed use development as, particularly, affordable housing is needed in the area. Too many people that have been working in the area for years are being pushed out. They are being pushed out to areas very far from the Atlantic Seaboard and are having to spend large amounts of money on transport, which they do not have. A system could be put in	Traffic, public space, density, concept design & affordable housing	<p>Your support for residential space and affordable housing is noted.</p> <p>The proposed concept design is residentially-led, aligning with the City's objective to provide housing in close proximity to economic opportunities, reducing the need for people to commute long distances to find work.</p>

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	<p>place that people who have been working in the area for years and have good references could apply for affordable housing.</p> <p>However, I am very against HIGH INTENSITY development in that area for the following reasons:</p> <p>1) It is near the beachfront. This is a beautiful part of Cape Town, if not one of the most beautiful sights in Cape Town and attractions to Cape Town. It is an important place for the public to enjoy and also fosters a sense of psychological well-being. Central places in a city that foster well-being should be preserved. There have been studies done on this. This is NOT the location for a HIGH-DENSITY development. For example, areas like the harbour where the V&A Waterfront was development are the sort of places for this sort of thing. NOT the beautiful beachfront.</p> <p>2) Secondly, according to the 2024 INRIX Global Traffic Scorecard, Cape Town was the ninth most congested city globally, with average drivers losing 94 hours per year to delays. This is a 13% increase in congestion levels from the previous year, with the problem impacting quality of life, mental health, and the local economy, costing an estimated R3 billion annually. The area does not have the infrastructure for the traffic a high-density development will create. It makes no sense to create a bigger traffic problem in this location. It will ruin that area.</p> <p>3) Since development is needed in Cape Town, I have no problem with a low density, green mixed-use development taking place in that site.</p> <p>Lastly, I wish to comment on the general development trend happening in Cape Town. While development in CT is necessary as there is a limited stock of residential accommodation, I'd like to make the following comments on the current general development trend:</p> <p>1) There is a free for all develop as you wish and will currently happening in the Atlantic Seaboard especially. It is unfortunately driven by GREED and not WISE PLANNING. I have always been a DA supporter. But I am wondering is the DA actually a party to plunder and also allow something like this without any PLAN???. There has to be a plan and one cannot allow development of this beautiful city be a free for all driven by greed. There has to be an overarching plan. We've all holidayed in places where they allow development, but it is within an overarching plan. These places are pleasant and long term keep attracting quality tourists. Then we've all been to places where development has been run by greed. Sadly, they are ruined and spoilt and along with it comes a poor-quality tourist that does not have significant money to spend and the place just generally goes down eg crime etc.</p> <p>2) There is no need for OVER development of Cape Town if you change the air bnb laws. They need to be limited also so that there is enough residential accommodation as well. This protects communities, the fabric of a city. This will foster a development pace that is in line with the real needs of a city, and not greed. While development is needed, this OVER development is not necessary.</p> <p>Yours sincerely</p>		<p>1) The close proximity of the site to the coast, Sea Point Promenade and Green Point Urban Park have been considered in the concept design. The intention of the concept design is to create continuity with the surrounding unique retail and recreational character by activating the retail edge of the site and including a pedestrian and green network in the design. The proposed massing and articulation has considered the surrounding development and included view corridors (refer to the draft Urban Design Report – Appendix L1 of the draft BAR).</p> <p>2) A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the assessment are provided in Appendix G4 of the draft BAR.</p> <p>3) Although the proposal is for a high-density development, it does include a green network and pedestrian-sensitive streetscape.</p> <p>1) The design of the proposed concept has undergone an iterative process, considering specialist inputs, town planning aspects, architectural elements, civil services and community needs. The proposal is supported and underpinned by spatial planning frameworks (e.g. Table Bay District SDF), which identify the site for high density residential development, civic use and institutional structuring open space.</p> <p>2) Recent City of Cape Town policy updates indicate that properties primarily used for commercial short-term letting may be subject to commercial property rates in terms of the City's Rates Policy and proposed Short-Term Letting By-law framework with the intention of improving fairness in the accommodation industry, identifying properties operating commercially, and making sure they are paying the correct municipal property rates (https://www.capetown.gov.za/Media-and-news/Commercial%20Short-Term%20Letting%20compliance%20updates%20to%20City%20Rates%20Policy). The proposed concept design includes provision for market-led affordable housing among open market residential opportunities.</p>
<p>Louise Firth Via Website 01/12/2025</p>	<p>I look forward to this becoming a reality.</p>	<p>Public engagement</p>	<p>Your support for the proposed development has been noted.</p>
<p>Adrian Davies Via Website 02/12/2025</p>	<p>Great idea.</p>	<p>Public engagement, Support</p>	<p>Your support for the proposed development has been noted.</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
<p>Terry Jordan Via Email 02/12/2025</p>	<p>My opposition is in the attachment.</p> <p>[Letter attached:] Objection to the Proposed Redevelopment of the Property Between Three Anchor Bay and Green Point</p> <p>Dear Sir/Madam,</p> <p>I am writing to formally register my objection to the City's proposed redevelopment of the property located between Three Anchor Bay and Green Point.</p> <p>While I appreciate the City's intention to promote development, this proposal raises serious concerns about sustainability, feasibility, and the responsible use of public land.</p> <p>The existing infrastructure in this area is already under significant strain. Traffic congestion is a daily challenge, with the current road network operating far beyond its intended capacity. With no space to expand or upgrade these roads, it is impossible to accommodate the additional pressure that a large new development would impose.</p> <p>The site currently provides essential parking for the Cape Town Stadium and major events. Redeveloping this land will eliminate a significant portion of that capacity, creating serious logistical and safety challenges. Overflow parking will spill into surrounding residential streets, worsening congestion and placing further pressure on already-strained infrastructure.</p> <p>The proposed redevelopment threatens the removal of the public library, which serves an enormous and diverse section of the community. The library sits directly opposite a school, and students frequently visit as part of their education and literacy development. It also hosts social programs for children, provides early-childhood engagement opportunities for babies and toddlers, and serves as an essential resource for elderly residents from nearby housing complexes, many of whom rely on it for social connection, learning, and safe community space.</p> <p>Beyond the library itself, the property is used for a wide range of public programs and community events, including matric balls, markets, gatherings, and other activities that contribute to the social and cultural fabric of the area. Eliminating this space would severely diminish community life and remove a vital public asset with no clear or adequate replacement.</p> <p>The broader area does not have a functional, fully integrated public transport system that could offset the increased traffic burden created by new development. Without reliable alternatives to private vehicles, further densification will only worsen congestion and reduce mobility for residents, workers, and visitors.</p> <p>Higher-income ratepayers are already carrying a disproportionate share of the financial burden through rates and taxes. Approving a major new development without first ensuring adequate infrastructure will inevitably escalate municipal costs—costs that will again fall on an already overstretched group of residents.</p>		<p>Your opposition to the proposed development has been noted.</p> <p>A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Please refer to Appendix G4 of the draft Basic Assessment Report for further details.</p> <p>Event related traffic associated with the stadium is intermittent and managed through separate event specific traffic management measures and is therefore outside the scope of the study.</p> <p>The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development. Adequate public parking within the civic node precinct for civic users will also be provided, as well as a dedicated parking area with secure access points for the CPOA</p> <p>Due to the protected heritage status of the eucalyptus trees east to the site and the spatial constraints they impose, the area beneath the canopy will remain largely open and flexible in use. Similar to its current function, it can accommodate informal parking during event days while also serving as a landscaped open space when not in use.</p> <p>The proposed concept design for the site retains the Colin Eglin Library and Civic Centre as the cultural and architectural anchors of the site. The buildings will be sensitively restored and upgraded to enhance functionality while maintaining their architectural integrity. The proposed concept design also includes a new ECD facility in the civic node.</p> <p>The proposed development is situated within a PT2 Zone (Public Transport), an area well served by public transport, including minibus taxis, MyCiti buses and GABS buses. PT2 Zones are areas where the use of public transport is promoted and reliance on private vehicles is limited. There are two MyCiti bus stops along the Main Road adjacent to the site, and the proposed concept design includes a pedestrian and public space network to improve connections to the surrounding area.</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>Public safety resources and policing capacity are currently inadequate for the existing population and visitor load. Increasing density and activity without expanding these essential services will only exacerbate existing challenges. Public land must be managed with transparency, accountability, and a focus on sustainable, long-term planning. Before approving any redevelopment, the City should conduct a comprehensive infrastructure assessment, ensure meaningful public consultation, and prioritise the preservation of community resources, public spaces, and essential services.</p> <p>Given these concerns, I strongly urge the City to reconsider the proposed redevelopment and instead adopt a more responsible, community-centred approach that safeguards public amenities, protects infrastructure, and preserves the wellbeing of current residents.</p> <p>Thank you for considering my submission. I look forward to the City demonstrating a commitment to sustainable planning and the protection of vital community assets.</p>		<p>The proposed mixed-use development of the currently underutilised site is anticipated to contribute positively to passive surveillance, activity levels, and overall perceptions of safety within the surrounding urban area by increasing consistent day- and night-time occupancy. The broader and complex social challenges associated with homelessness and spatial injustice require ongoing, multifaceted responses.</p> <p>A transparent and consultative planning process has been undertaken with two rounds of pre-statutory public engagements which informed the proposed concept design. Various specialist assessments and service reports have been prepared based on the proposed concept design and appended to the draft BAR. Indeed, preserving and enhancing community services is a key part of the design via the retention and upgrade of the library and civic node and provision of a new ECD facility.</p>
Samantha Taylor Via Website 03/12/2025	There is an urgent requirement for a better transport system in the Atlantic Seaboard area. The over densification has resulted in major traffic congestion. We require better transportation options.	Traffic	A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.
AJ Drotschie Via Website 03/12/2025	I support.	Support	Your support for the proposed development has been noted.
Tharwaan Isaacs On behalf of Seemak Properties Via Website 04/12/2025	We support this development.	Support	Your support for the proposed development has been noted.
Cindy Knuffon Via Website 04/12/2025	All.		Your comment has been noted.
Hugo Potgieter Via Website 05/12/2025	Supported.	Public engagement	Your support for the proposed development has been noted.
Colette Vibe Ener Via Website 06/12/2025	Great idea and I fully support it.	Support	Your support for the proposed development has been noted.
Simon Thirsk Via Website 06/12/2025	In favour of the right use of that space.	Public engagement, Support	Your support for the proposed development has been noted.
Pierre Fourie Via Website 06/12/2025	Great idea, fully supportive.	Public engagement	Your support for the proposed development has been noted.
Emile Doubell Via Website 06/12/2025	I think it's a great idea and will really add to Cape Town's already booming tourism industry.	Public engagement	Your support for the proposed development has been noted.
Mark Kelly On behalf of MK Architecture Via Website 07/12/2025	I agree with the proposal.	Public engagement	Your support for the proposed development has been noted.

Comment by & date received	Comments/concerns/questions	Theme	Response															
<p>Jonny Meyers Chairperson of/on behalf of Body Corporate: Maydon Views, Maydon Street, Three Anchor Bay, 8005 Via Website 07/12/2025</p>	<p>COMMENT ON THE PROPOSED THREE ANCHOR BAY DEVELOPMENT OF ERF 2187 BETWEEN MAIN ROAD AND HELEN SUZMAN DRIVE</p> <p>I write on behalf of the Body Corporate of Maydon Views a block of flats in Maydon Street, Three Anchor Bay.</p> <p>The proposed development will significantly change the nature of Three Anchor Bay in favour of very substantial densification.</p> <p>Three Anchor Bay is a relatively quite mixed density area stretching between Glengariff Road/Three Anchor Bay Road and Hill Road – a mere few blocks abutting Sea Point in the West and Green Point in the East. It is a peaceful, quiet area sandwiched between massive developments in Sea Point and much higher density developments in Green Point.</p> <p>We are not opposed to densification. Nevertheless, we are concerned as the proposed developments will block substantial sections of our views toward the sea (North) and towards the bulk of the Greenpoint Urban Park (North/North East) replacing these views by a mass of blocks of flats.</p> <p>I note that the heights provided in the materials shown at open house recently are 30m for GB5 and 45m for GB6. However, the DMS has the following table: [table of heights - refer to pdf attachment]</p> <table border="1" data-bbox="409 814 1187 1150"> <thead> <tr> <th>Zone</th> <th>Maximum Height (m)</th> <th>Key Notes</th> </tr> </thead> <tbody> <tr> <td>C01</td> <td>15 m</td> <td>Applies to lower-intensity community uses (e.g., libraries, clinics). Upper storeys may require setbacks after 9 m.</td> </tr> <tr> <td>C02</td> <td>25 m</td> <td>For higher-intensity community facilities (e.g., schools, halls). Setbacks typically apply above 15 m.</td> </tr> <tr> <td>GB5</td> <td>25 m</td> <td>Medium-scale commercial; no street boundary setback up to full height.</td> </tr> <tr> <td>GB6</td> <td>38 m</td> <td>Higher-density business; no setback up to 25 m, then half the excess height ($\frac{1}{2}(H - 25\text{ m})$) as setback above 25 m.</td> </tr> </tbody> </table> <p>Could the greater heights in the current planning please be explained in relation to the above table of height limits?</p> <p>We would respectfully request that the height of the various blocks to be built are limited to 6 floors (including ground level) along Main Road and 7 floors (including ground level) along Helen Suzman Drive, and that there are significant view corridors between buildings which align to the extent possible to the blocks of flats on Beach Road, thus affording some residual sea and greenery views from Three Anchor Bay for residences all the way up to High Level Road.</p>	Zone	Maximum Height (m)	Key Notes	C01	15 m	Applies to lower-intensity community uses (e.g., libraries, clinics). Upper storeys may require setbacks after 9 m.	C02	25 m	For higher-intensity community facilities (e.g., schools, halls). Setbacks typically apply above 15 m.	GB5	25 m	Medium-scale commercial; no street boundary setback up to full height.	GB6	38 m	Higher-density business; no setback up to 25 m, then half the excess height ($\frac{1}{2}(H - 25\text{ m})$) as setback above 25 m.	<p>Concept design, density & visual</p>	<p>The proposed building heights have been designed in compliance with the City of Cape Town's Tall Building Policy and Design Guidelines (2013) and respond sensitively to the surrounding urban context in terms of scale, urban grain, and existing built form. The design approach incorporates a varied height profile across the site, establishing a clear hierarchy of built form, enhancing visual interest, and contributing to a cohesive and legible urban skyline. The development will be of a similar scale and density to the surrounding buildings. The visual impact assessment (Appendix G2 of the draft BAR) undertaken indicates that the proposed 15m podium with taller towers of 30-45m in specific positions can be accommodated within the receiving environmental without resulting in unacceptable visual impacts. It is also important to note that the majority of surrounding properties in the area are zoned GR5 (General Residential Subzone), which promotes higher-density residential development, including high-rise blocks of flats and allows for buildings up to 35m high.</p> <p>The rezoning application will include a maximum permitted height plan. The maximum height of the podium building will 15 meters from ground level, whilst taller towers of between 30 and 45m tall are proposed in specific positions. These proposed height limits respond to the prevailing urban form on the south side of Main Road and it is proposed that the height plan be made a condition of rezoning.</p> <p>The Visual Impact Assessment (Appendix G2 of the draft BAR) has been undertaken and includes an assessment of visual impacts and recommendations which include the preservation of key view corridors. See detailed response below:</p> <p>Visual / Townscape Response</p> <p>Three Anchor Bay is indeed valued for its relatively fine-grained urban character, visual permeability, and its transitional position between the more intense urban environments of Sea Point, Green Point, and the open landscape of the Green Point Common. These qualities were explicitly recognised in the Visual Impact Assessment and formed a central part of the assessment framework.</p> <p>From a visual perspective, it is acknowledged that redevelopment of the site will alter aspects of the existing outlook currently experienced from surrounding residential properties, including partial changes to views currently available toward the sea, the Green Point Common, and the broader urban landscape. This is an inevitable consequence of redevelopment on a strategically located urban parcel of this scale.</p> <p>However, the visual impact assessment distinguishes between the preservation of specific private views and the broader public visual character of the landscape. The purpose of the VIA is not to preserve all existing private outlook unchanged, but rather to assess whether the proposed development results in an unacceptable effect on the visual environment, including landscape character, public visual resources, and the experience of representative visual receptors.</p> <p>A key concern identified in the VIA was therefore not the retention of uninterrupted long-distance views from all surrounding properties, but the maintenance of visual permeability and urban legibility through the site. For this reason, the assessment specifically identified and tested a series of visual corridors aligned with the surrounding street structure, intended to preserve the rhythm of openness within the urban grain and to avoid the perception of a continuous wall of development between the neighbourhood and the Green Point Common / coastal edge.</p> <p>In this regard, the objective is not necessarily to replicate the precise alignment of existing distant views between current buildings, nor to guarantee uninterrupted sea views from elevated residential properties, but rather to ensure that the</p>
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	<p>We would also like to make a suggestion regarding the commercial spaces at ground level for these developments: Could there be provision of banks of lockers for online orders placement. This would make it easy for nearby residents to collect items bought online and would also help to reduce the traffic somewhat by reducing the need for delivery vehicles to access the narrow streets of Three Anchor Bay.</p> <p>Thank you for your attention</p>		<p>redevelopment maintains a permeable and visually articulated urban structure consistent with the character of Three Anchor Bay.</p> <p>The VIA also recognised that the sensitivity of the receiving environment varies across the site. The interfaces facing the residential neighbourhood and Green Point Common are visually more sensitive and therefore require careful treatment in terms of scale, massing, articulation, and openness. By contrast, the Helen Suzman Boulevard edge forms part of a broader infrastructural corridor with a greater capacity to accommodate larger-scale urban form.</p> <p>The appropriateness of the proposed building heights must therefore be understood not in isolation, but in relation to:</p> <ul style="list-style-type: none"> • the broader metropolitan context; • the scale of existing surrounding development; • the retention of visual corridors; • the treatment of the Green Point Common interface; • skyline composition; and • the overall visual performance of the proposal. <p>From a visual perspective, what remains critical is that final development massing does not result in excessive visual enclosure, loss of permeability, or an unduly monolithic built edge. The request for lower height limits reflects an understandable resident preference; however, visual acceptability must be assessed in relation to contextual urban performance rather than solely by reference to existing private outlook expectations.</p> <p>As the proposal is currently at concept design stage, detailed operational and tenancy arrangements for the ground-floor commercial spaces have not yet been finalised. Consideration of such facilities would ultimately depend on the detailed design process, the future developers and operators of the site, market demand, and the requirements of future tenants.</p>
<p>Roberto Barletta Via Website 07/12/2025</p>	<p>Re: Comments / Objection to the Proposed Mixed-Use Development on Erf 2187</p> <p>I am a resident living in close proximity to Erf 2187 and wish to submit the following formal comments and objections regarding the proposed mixed-use development.</p> <p>1. Potential for Future Liquor Premises</p> <p>Although no off-consumption liquor store is currently proposed, the application includes general commercial components that could in future accommodate such a use (or be amended to include one). This area already experiences a significant and visible homeless and vagrant population, with associated public drinking and anti-social behavior. The introduction of any bottle store or off-consumption liquor outlet, now or in the future, would inevitably worsen these existing social challenges. I therefore request that a restrictive condition be imposed prohibiting any off-consumption liquor trading on the property in perpetuity.</p> <p>2. Traffic Congestion and Access Concerns</p> <p>The roads surrounding the site, particularly the routes connecting Green Point to Sea Point and beyond, are already heavily congested during most of the day. The intersection closest to Erf 2187 is a known bottleneck. This development will add hundreds of additional vehicle trips, causing:</p> <ul style="list-style-type: none"> • severe backing-up of traffic in all directions; • increased congestion on the main arterial routes to and from Green Point; • further conflict and delays with the existing high volume of informal minibus-taxi activity and stopping/pick-up practices. Adequate on-site parking for residents, visitors and employees has not been 	<p>Traffic, public space, services, concept design</p>	<p>Your opposition to the proposed development has been noted.</p> <p>1. The current proposal is for a residentially led mixed-use development and does not specifically propose an off-consumption liquor outlet as part of the concept design. At this stage, detailed tenancy arrangements and the identity of future commercial occupants have not been determined. It is noted that any future liquor-related land use or trading activity would remain subject to the applicable land use rights, licensing requirements, regulatory approvals, and municipal by-laws in force at the relevant time.</p> <p>2. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also evaluated the expected demand on public transport, determined the optimal site access locations, and identified any mitigation measures needed to manage traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR. The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether</p>

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	<p>convincingly demonstrated, and the proposed access arrangements will only worsen the current situation.</p> <p>3. Strain on Existing Bulk Infrastructure The current municipal water supply and sewerage systems in the area are already stretched to capacity. The additional demand from this development risks causing further water pressure problems, interruptions in supply and sewerage overflows. Confirmation of available bulk capacity and funded upgrades must be provided before any approval is granted.</p> <p>4. Permanent Loss of Important Green Open Space Erf 2187 currently functions as valuable informal open space that is actively used by local residents and learners from the school directly opposite for recreation, football and other sporting activities. Converting this green area into buildings will permanently deprive the community and the school of a safe, accessible recreational space in an area that is already short of public open space.</p> <p>5. Construction Disruption and Overall Scale The proposed buildings are excessive in scale relative to the surrounding low-density residential character and will cause prolonged noise, dust and heavy-vehicle disturbance to neighbouring properties during the construction period.</p> <p>For the reasons set out above, I respectfully request that the application be refused, or at the very least approved only subject to strict conditions, including:</p> <ul style="list-style-type: none"> • a permanent prohibition on any off-consumption liquor trading; • substantial additional on-site parking and effective traffic-calming measures; and • binding confirmation of bulk infrastructure upgrades prior to occupation. <p>I reserve the right to submit further written comment or motivation via email should additional information or reports become available. Thank you for your attention to this submission.</p>		<p>mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development. Adequate public parking within the civic node precinct for civic users is included in the proposed concept design, as well as a dedicated parking area with secure access points for the CPOA.</p> <p>3. The City has also received confirmation of sufficient capacity within the existing water and sewer networks to support the proposed development (see Appendix L2 of the draft BAR). development will discharge to the Green Point Wastewater Treatment Plant, which has confirmed capacity.</p> <p>4. The site currently serves no public recreational function other than the civic node, which includes the library and civic centre. The existing civic forecourt, recognised for its heritage significance, will be sensitively upgraded to enhance its role as an active public space. Existing sports-related activities on the site are privately operated and not publicly accessible. The site is located adjacent to the Green Point Urban Park and Sea Point Promenade, both of which offer significant public open space.</p> <p>5. Contextual building patterns and forms were applied in the massing strategy to respect surrounding heights, align with existing block structures, and enhance visual cohesion across the site. The design approach incorporates a varied height profile across the site, establishing a clear hierarchy of built form, enhancing visual interest, and contributing to a cohesive and legible urban skyline. The development will be of a similar scale and density to the surrounding buildings (refer to the draft Urban Design Report – Appendix L1 of the draft BAR). The visual impact assessment (Appendix G2 of the draft BAR) undertaken indicates that the proposed 15m podium with taller towers of 30-45m in specific positions can be accommodated within the receiving environment without resulting in unacceptable visual impacts. It is also important to note that the majority of surrounding properties in the area are zoned GR5 (General Residential Subzone), which promotes higher-density residential development, including high-rise blocks of flats and allows for buildings up to 35m high.</p> <p>Noise, dust and traffic impacts are typical and expected during the construction phase, and standard mitigation measures are included in the environmental management programme for the proposed development. Refer to Appendix H of the draft BAR for detailed construction mitigation measures.</p>
<p>Valerie Smollen Via Email 07/12/2025</p>	<p>Objection to Proposed Construction/Development at the Three Anchor Bay-Green Point Corridor (adjacent to the library) To Whom It May Concern,</p> <p>I am writing to formally object to the proposed construction and development planned for the area stretching from the library at Three Anchor Bay through Green Point.</p> <p>This proposal raises significant concerns due to the lack of existing infrastructure necessary to support both this development and the many surrounding projects already underway or recently approved. Traffic congestion in this area is already severe, with peak hours often resulting in gridlock. Parking has become virtually impossible for residents, visitors, and service providers, and further development without meaningful infrastructure upgrades will only worsen these conditions.</p>	<p>Traffic & parking</p>	<p>Your opposition to the proposed development has been noted.</p> <p>A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also evaluated the expected demand on public transport, determined the optimal site access locations, and identified any mitigation measures needed to manage traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR. The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p>

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	<p>The library located at the centre of this proposal plays an essential role in our community. It is not only a vital public resource for education, literacy, and community programmes, but it also serves highly dependent neighbours: two retirement facilities and a primary school. Residents of the retirement homes rely on the library for accessible community engagement and enrichment, while the school makes extensive use of the library for learning support and educational activities. Any disruption or reduction of access caused by construction or long-term densification would significantly and negatively impact these groups.</p> <p>Moreover, the proposed development risks undermining the character, safety, and functionality of this part of Three Anchor Bay and Green Point. Without concrete plans to expand road capacity, improve traffic flow, increase parking availability, and safeguard essential community services—including the library—this project should not proceed.</p> <p>I respectfully urge the City to reconsider this development or, at minimum, to delay approval until a comprehensive infrastructure and community impact assessment has been conducted, shared publicly, and addressed in full.</p> <p>Thank you for considering my objection. I look forward to your response and to a planning process that genuinely prioritises the needs of the community.</p>		<p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development. Adequate public parking within the civic node precinct for civic users is included in the proposed concept design, as well as a dedicated parking area with secure access points for the CPOA.</p> <p>The proposed concept design for the site retains the Colin Eglin Library as a cultural and architectural anchor of the site. The library will be sensitively restored and upgraded to enhance functionality and accessibility.</p> <p>The surrounding character and land uses have been key informants in the proposed concept design which intends to create continuity with the unique surrounding retail character, improving the function of the site as a civic node, and offering much needed residential space close to economic opportunities. The TIA states that although some congestion is expected during peak traffic periods, the surrounding road network is expected to continue operating acceptably overall.</p>
<p>Cleo Forster Via Website 07/12/2025</p>	<p>PROPOSED MIXED USE DEVELOPMENT IN THREE ANCHOR BAY: PUBLIC ENGAGEMENT I&AP comment</p> <p>1. <u>Proposed Zoning</u></p> <ul style="list-style-type: none"> There appears to be a misalignment with the messaging of the new development, focused largely around the need for additional housing in the Cape Town City area and the proposed zoning of the development. The zoning is proposed as General Business 5&6, which although may allow for some residential, this should be a minor component of the development rather than the majority of the bulk as per the current proposal of the development. It appears the city is choosing this zoning to allow for maximum height and therefore to ensure the maximum sales price for the property, but this will result in 1 of 2 things: either the development of a new CBD style business area OR the development of housing under the incorrect zoning. Why the city has not utilised mixed use or residential is unclear and should be rectified to ensure that the correct zoning, and associated requirements, are used for the type of development proposed. <p>2. <u>Parking requirements:</u></p> <ul style="list-style-type: none"> Similar to the comment 1, the city appears to be cherry picking requirements to maximise the sale price. By retaining the current parking requirements, no parking required, despite an estimated 1,200 vehicles passing through during peak hours, it is unclear how the current residents of the area are to manage. Many of the blocks on Main Road were developed without adequate, or in some cases any parking and therefore are forced to park on the street. If this new development does not impose any parking requirements, existing residents will certainly be pushed out of the already minimal parking that exists and further exasperate the issue that already exists. To continue to state that the MyCiti will solve this is impractical in a country in which public transport only serves a limited area and most residents of the new and existing developments require at least 1 vehicle per household not for daily 	<p>Traffic, parking, concept design, visual and town planning</p>	<p>1. The City's Development Management Scheme permits residential apartments in the General Business Use zone, together with a number of other urban uses, including office, retail and community uses. On the other hand, the General Residential use zone only permits very limited other uses, for example, retail is limited to 1000 m² per property, and office is not permitted at all. The General Residential use zone is therefore not conducive to enabling a true mixed-use development. The minimum required residential development extent will be included as one of the mandatory development requirements in the "Urban Design and Development Requirements Report" that will accompany the town planning application for rezoning.</p> <p>2. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also evaluated the expected demand on public transport, determined the optimal site access locations, and identified any mitigation measures needed to manage traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR. The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80</p>

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	<p>commutes but to manage in a country that has not developed an adequate transport network outside of road infrastructure.</p> <p>3. <u>Traffic Impact:</u></p> <ul style="list-style-type: none"> Despite 3 intersections already being identified as the highest level of congestion in its current state (LOS F) for Glengariff Main and Glengariff Beach, the city is not proposing any traffic impact strategies associated with the new development. As a resident of a block near to the Glengariff intersection, entering and existing the property is currently impossible during peak times and without adequate adjustments to the existing and future road infrastructure we would essentially be trapped in our apartment block once the new development is established. If there is not possibility to make changes to not compound the existing issue on Main Road the city should look at limiting the access to the new development to Helen Suzman drive as they are at least proposing an additional intersection on that side and there are multiple lanes to manage the increased traffic flow that will occur. Traffic impact during construction needs to also be carefully managed, as is evidenced by the ongoing works in Sea Point, the city is not putting adequate restrictions on traffic impact during construction. This development's construction process will likely be lengthy and will have significant impact on the surrounding area limiting heavy vehicle access on Main Road should be considered. <p>4. <u>Shading:</u></p> <ul style="list-style-type: none"> The height of the buildings proposed, an average of 4-5 times that of the residential blocks on Main Road (3-4 story blocks as evidenced in the assessment), will certainly impact and cause shading on the existing homes. This will not be solved by the minimal light corridors proposed (1 required) and a shading analysis should be conducted to ensure that the quality of life of the residents in the existing blocks is not negatively impacted by the new high-rise high-density nature of the development. <p>5. <u>Sense of place:</u></p> <ul style="list-style-type: none"> The city speaks of maintaining the existing and surrounding area sense of place and uses examples of mixed-use areas like De Waterkant and the Hermanus urban center for references but then proposes 60m high buildings? There would certainly not be any objection from local residents if they were to follow through on their proposed concepts of these examples, but the development restrictions placed should align with that vision. 		<p>additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development. Adequate public parking within the civic node precinct for civic users is included in the proposed concept design, as well as a dedicated parking area with secure access points for the CPOA.</p> <p>3. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. A Traffic Management Plan will have to be prepared to address and mitigate traffic impacts during construction. The findings, recommendations and proposed mitigation measures are described in full in Appendix G4 of the draft BAR.</p> <p>4. The concern regarding potential shading impacts is acknowledged. At the urban design level, several principles have informed the proposed massing approach to mitigate shadow impacts on surrounding properties. The development proposes a predominantly four-storey podium condition along Main Road that responds to the prevailing street scale and character of neighbouring buildings. Taller tower elements are setback from the street edge to reduce their visual and shadow impact and to provide a transition in scale. The towers are also distributed across the site, rather than forming a continuous wall of development, allowing light penetration and maintaining spatial permeability. The north-south orientation of the buildings further assists in reducing prolonged shadow impacts, while the 37m-wide Main Road reserve, combined with an additional 6m setback from the property boundary, provides substantial separation distances that help mitigate shadow effects on properties opposite the site.</p> <p>5. The proposed concept design provides a framework to guide future development, establishing principles, structure, and parameters within which future development can occur. The concept design includes building heights of a maximum of 45 m in specific areas (refer to the draft Urban Design Concept – Appendix L1 of the draft BAR). The proposed building heights and massing parameters associated with the concept design can be considered the maximum developable bulk which has taken visual, heritage, transport and heritage sensitivities and impacts into consideration.</p>
<p>Fatima Mayat Via Website 07/12/2025</p>	<p>I do not endorse the scale of this project. The area is already constricted with traffic and urbanisation that is not supported by the existing infrastructure.</p>	<p>Traffic & services</p>	<p>A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p>
<p>Karene Fisher Via Website 07/12/2025</p>	<p>Think it's the most crazy project causing more traffic / population coming into Atlantic seaboard - I disagree totally with the project taking away greenary - property values will drop on main road greenpoint three anchor Bay Area !!!</p>	<p>Traffic & property market</p>	<p>A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The proposed development will facilitate the redevelopment of an underutilised, well-located site within the Atlantic Seaboard, which is expected to strengthen surrounding property values over time. By introducing a high-quality mixed-use development, the proposal will enhance the area's attractiveness and economic activity, thereby supporting existing property values. Conversely, the continued presence of undeveloped, underutilised city-owned land, particularly where it is susceptible to land invasion and related management challenges, has the potential to suppress property values in the surrounding area.</p>

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<p>Tiaan Bernard Via Email 07/12/2025</p>	<p>WE ARE AGAINST THE IDEA OF DEVELOPMENT OF THIS AREA We have been living opposite the Three Anchor Bay Rd library for 7 years now. <u>Available land area:</u> There is already so many open land space available. If the city continues all this development this will soon not be the same suburbs we use to know previously. But purely an overdevelopment and overcrowded space that where the only green land piece of land left is the Greenpoint Stadium. <u>Traffic:</u> The traffic is already a nightmare. Thus, development will just add on strain to this problem.</p> <p><u>45-meter buildings:</u> Building 45m buildings on this area will have an impact on all surrounding building's view on the ocean, mountains, or stadium. If the city wants to build, why do they not choose areas where dilapidated buildings that has not been maintained for 30 years? Example</p> <ol style="list-style-type: none"> 1. The apartment building opposite where the Organjezicht market was. That building has been hijacked by foreigners, and it looks horrendous. Use that area for projects. 2. Opposite the Greenpoint stadium in Granger Bay rd., those buildings look terrible that is Government property. Why not build there? 3. As you come into the city on the N1 before going onto the bridge. On the one hand side are massive open areas with run down Government buildings that are falling apart. Why use that? <p>Sea Point, Greenpoint, Three Anchor Bay's infrastructure cannot sustain all this development.</p>	<p>Traffic, public space, concept design & visual</p>	<p>In alignment with the City's policy and planning frameworks, infill development (development on already transformed and underutilised land) is prioritised to prevent urban sprawl. Provision for residential space inclusive of affordable housing close to economic opportunities contributes towards reduced spatial inequality.</p> <p>A detailed Transport Impact Assessment has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The visual impact assessment (Appendix G2 of the draft BAR) indicates that the proposed building heights of approximately 30-45m can be accommodated within the receiving environment without resulting in unacceptable visual impacts. The graduated massing strategy reduces perceived bulk, retains key visual corridors and positions taller elements within the broader infrastructural landscape of Helen Suzman Boulevard, where the capacity to absorb visual change is higher. According to the VIA building heights of up to 45m are considered visually appropriate along the boulevard edge, provided that the massing remains well-articulated and visually permeable. It is also important to note that the majority of surrounding properties in the area are zoned GR5 (General Residential Subzone), which promotes higher-density residential development, including high-rise blocks of flats and allows for buildings up to 35m high.</p> <p>The identification of development sites within the City involves a range of considerations, including land ownership, site availability, existing land use rights, planning policy alignment, infrastructure access, market feasibility, environmental constraints, and proximity to employment opportunities and public transport networks. The fact that other sites within the City may also present redevelopment opportunities does not necessarily exclude consideration of the proposed site (Erf 2187). Erf 2187 is located within an existing, well-connected urban area in relatively close proximity to the Cape Town CBD, public transport routes, and established social and economic infrastructure. In this context, the proposal aligns with broader City objectives relating to infill development, urban intensification, and Transit-Oriented Development (TOD), which seek to accommodate growth within existing urban areas rather than through outward urban expansion.</p> <p>A Civil Services Report has been completed (Appendix L2 to the draft BAR) which addresses water and sewer infrastructure requirements.</p>
<p>Megan Alport Via Website 07/12/2025</p>	<p>I strongly oppose the proposed development of Erf 2187. Sea Point/Green Point is already overcrowded and overdeveloped and adding yet another building will only make things worse. Urbanisation in this area has gotten completely out of hand. every year we residents see more high-rise projects going up, pushing up property prices and making it harder for long-time residents to afford to live here.</p> <p>Infrastructure, traffic, parking, and basic services are already under huge pressure, and this development will just add to the strain. The character of the suburb is being lost to constant construction and profit-driven projects that don't benefit the community. It seems that developers do not care about the</p>	<p>Traffic, parking & services</p>	<p>Your opposition to the proposed development has been noted.</p> <p>In alignment with the City's policy and planning frameworks, infill development (development on already transformed and underutilised land) is prioritised to prevent urban sprawl. Provision for residential space inclusive of affordable housing close to economic opportunities contributes towards reduced spatial inequality. The proposed development is expected to support existing property values in the surrounding area by introducing a high-quality, mixed-use development that enhances local attractiveness and economic activity. However, given the already high property values and strong market demand in the area, the development itself is unlikely to result in a significant increase beyond current market trends.</p> <p>A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Refer to Appendix G4 of the draft Basic Assessment Report for further details.</p> <p>A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also evaluated the expected demand on public transport, determined the optimal site access locations, and identified any mitigation measures needed to manage traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR. The proposed site falls within a PT2</p>

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	<p>impact these huge projects leave on the residents. For these reasons, I strongly object to this development.</p>		<p>Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development. Adequate public parking within the civic node precinct for civic users is included in the proposed concept design, as well as a dedicated parking area with secure access points for the CPOA.</p> <p>The City has also received confirmation of sufficient capacity within the existing water and sewer networks to support the proposed development (see Appendix L2 of the draft BAR). Key electrical infrastructure requirements include (Appendix L4 of the draft BAR):</p> <ul style="list-style-type: none"> • A new substation to accommodate the development load, • New 3-feeder-group of underground cables from Mouille Point 132/11kV substation, • Relocation and/or protection of existing buried services including medium and high voltage cables and dedicated feeds to the SABC studios, • Internal medium- and low-voltage reticulation systems. <p>Community services are being retained and enhanced on the site, including the library, civic centre and provision for a new ECD facility.</p>
<p>CP Via Email 08/12/2025</p>	<p>Subject: <u>Objection to Three Anchor Bay Development</u> I have so many objections against the proposed development in Three Anchor Bay:</p> <p>1) Firstly, from the point of view of my OWN investment. I purchased property on the Main Road in 2009 specifically knowing that the area in front of me would not and could not be developed because 1) it was city land, 2) it was vested for recreational use, and 3) it contained protected heritage buildings. So while the supposedly objective staff at Infinity (whom in my opinion seem not objective at all, but rather very much poised to push through this development) remind us we have no "rights" to a view, there has been no honest examination of the legal frameworks and protections to this land. One such supposedly unbiased heritage expert at the Open House told me there was no such thing as the land been vested for recreation use. This is not true. Also, you're basically telling all of us who invested in property on the Main Road and behind, and have been dutifully paying our rates for decades that our investments can be weakened in favor of developers - that you will hand over our views to the developers by letting these ugly high rises take up the skyline and allow the developers to then have the properties with the view and basically to hell with all the residents, many who actually are South Africans and Capetonians, while we all know the new developments will be largely inhabited by non South Africans coming in with dollars, pounds and euros to buy up the new luxury apartments. Furthermore, 45m high rises are obnoxious from every point of view.</p>	<p>Traffic, heritage, density, public space, environmental, concept design, visual, property market, town planning, affordable housing & public engagement</p>	<p>Your opposition to the proposed development has been noted.</p> <p>1). Erf 2187 does not form part of the declared Green Point Common PHS. There are also no title deed conditions/restriction in the original 1923 Deed of Grant to the City that specifies that the land may only be used for public recreational purposes.</p> <p>To elaborate further on the history, land use conditions and restrictions associated with the site:</p> <ul style="list-style-type: none"> • Erf 2187 was part of the original Erf 1056 (Green Point Common). In 2016 Erf 1056 was subdivided, resulting in Erf 2187 being registered and the balance of the Green Point Urban Park being on the remainder of Erf 1056. • The 1923 Deed of Grant contains no conditions, reservations or restrictions on the use of land. A conveyancer certificate confirmed that no such conditions exist either in earlier (pivot) deeds or in the Crown Grant. Subsequently, some endorsements were added to the deed of grant which limited new buildings, but these do not apply to the area of Erf 2187. • The original Erf 1056, prior to it being subdivided, was included in the City's then Town Planning Scheme Schedule 2 as being reserved for 'playing fields'. This reservation was subsequently amended in 2010 when consent was granted for additional uses on Erf 1056. This application was approved, subject to various conditions, some of which still apply to both the remainder Erf 1056 and Erf 2187. • Since 2013, the Schedule 2 conditions which limited use on Erf 1056 to 'playing fields' only, no longer apply since the newly adopted Development Management Scheme (which replaced the City of Cape Town: Town Planning Scheme at that time) did not include a similar schedule. The conditions that were imposed in terms of the consent approval in 2010 (see par 3 above) however remain applicable, insofar as they apply to the now subdivided and registered Erf 2187. • It appears that in the Conservation Management Plan for Green Point Common that the 1923 grant there is reference to a stipulation that the land be "retained as commonage and used for general public recreational and sports purposes". There is in fact no mention of such limitation in the 1923 Deed of Grant itself, and there is no reference cited (other than the grant itself) that would support the existence of land use conditions. It appears that,

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	<p>2) I do not find this development authentically addresses housing issues in Cape Town. The proposed plan failed to define important criteria - like how many affordable housing units, what does affordable mean etc.? is it to rent or to buy? One of the people at the Open House spoke of affordable housing (30sq m) being sold at 1.5 million --- people who can afford 1.5m ZAR studio apartment is not the main group where housing shortages are a problem in cape town - nor does it make sense how you basically kill the values of other people's housing by killing their views to hand the real estate win over to developers and new buyers. What is needed is LOW INCOME housing. Instead, by pushing this development you are giving cheaper housing to a few, but not the ones who most need housing help in Cape Town. And also, by mixing ULTRA LUX housing and supposed affordable housing, the system will of course be gamed -- people will sublet or resell and in the end it is most likely than in the medium term these units will again be lived in by the wealthiest. The entire affordable housing story seems like a pretext to push the developers' dream through - with vague descriptions and no commitments. There should be affordable and low-income housing development built but not on prime beachfront land that has tourism value and was vested for recreation.</p> <p>3) I completely object to the city using land that was vested for recreational use in this way. By separating the plots (from Greenpoint Common) doesn't change the purpose of this specific piece of land. No-one is protecting residents. This is being forced down our throat. Most residents believe this supposed ""public participation"" process is a farce. We don't see our voices heard. This is clearly obvious when looking at the disgusting concrete jungle that is being proposed -- it shows NONE of our voices in the initial public feedback session even having any influence on what's happening here.</p> <p>4) I also reject and challenge the traffic studies shown at the Open House - they do not match the real experience of traffic experienced in the area. An independent inquiry needs to be done outside of Infinity - and using multiple time slots, and roads.</p> <p>5) The City of Cape Town is inundating the CBD and Atlantic Sea Board with developments, overcrowding and too many people, without consideration of the limitations of the infrastructure. You're not going to get everyone to ride bikes and the city is not set up for that, and we don't have a subway like New York City. What's going to happen when unskilled cyclists get killed because you're exacerbating the already intense traffic situations? Cape Town has one of the highest congestion rates in the</p>		<p>without the public having had sight of the actual deed of grant, this incorrect information in the management plan has caused confusion.</p> <p>Summary of conclusions in respect of Erf 2187:</p> <ul style="list-style-type: none"> • There are no conditions in the deed of Grant that limit the land use in perpetuity or that stipulate that the land was ceded expressly for public purposes. • There are however town planning conditions imposed in 2010 which apply to Erf 2187. • Erf 2187 is not part of the proclaimed Provincial Heritage Site. <p>2) According to the Socio-Economic Impact Assessment (Appendix G3 of the draft BAR), the proposed development will include affordable housing as 20 per cent of residential units, allowing middle-income households an opportunity to live in an area where the market almost exclusively caters to high-income earners. It is important to note that affordable housing refers to housing catered at households earning up to R34 400 per month (as of 2025), which translates to a maximum rent of approximately R11 500 per month. Affordable housing is also considered in context of its surrounding area.</p> <p>Although some view loss is expected for adjacent residents, the Socio-Economic Impact Assessment indicates that the introduction of a high-quality mixed-use development, including residential, retail, office and hospitality components, is likely to enhance the attractiveness, functionality and economic activity of the area, thereby supporting incremental increases in land and property values in the surrounding precinct.</p> <p>The inclusion of market-led affordable housing within well-located urban areas is generally intended to broaden access to housing opportunities closer to employment centres, public transport, and urban amenities, particularly in the context of Cape Town's historic spatial inequalities. However, it is also acknowledged that market-led affordable housing does not in itself resolve the full spectrum of housing need, including demand for subsidised and lower-income housing opportunities. Mechanisms relating to affordability controls, tenure models and the parties involved, or occupancy conditions, where applicable, would depend on the future development approach, applicable regulatory frameworks, and detailed project structuring should the proposal proceed further. It is important to note that the site is not vested for recreation and the proposed mixed-use development is expected to promote long-term economic growth through enhancing residential, commercial and tourism activity in the area.</p> <p>3. The site is not vested for recreation (refer to response to point 1 above). During pre-statutory public engagements most concerns raised were about heritage, visual and transport impacts. Impact assessments have been undertaken for each of these, and are appended to the draft BAR. Note that community needs identified in the existing civic services on site (library, civic centre and ECD) have resulted in their retention and provision for upgrade in the concept design. As stated in the VIA (Appendix G2 of the draft BAR), the proposed development will alter certain existing views, particularly from adjacent residential properties, but these changes are localised and are moderated through the proposed design response, including articulated massing, retention of visual corridors, and a graduated height strategy. As demonstrated in the viewpoint-based assessment, the development does not result in a continuous or visually dominant barrier and maintains a permeable relationship between the urban fabric and the Green Point Common.</p> <p>4. An independent Transport Impact Assessment has been undertaken and appended to the draft BAR (Appendix G4).</p> <p>5. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The assessment also investigated the need for additional non-motorised transport infrastructure.</p> <p>6) Skyline / Civic Node / Library Interface</p> <p>The concern regarding the relationship between new development and the existing library / civic precinct is understood, particularly given the civic and heritage significance of this part of the site and its contribution to local identity.</p>

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	<p>world. The city clearly just does not care. https://iol.co.za/weekend-argus/news/2025-10-14-cape-towns-traffic-crisis-how-being-the-worlds-9th-most-congested-city-affects-daily-life/ Cape Town is not a beloved city because it's full of skyscrapers; it is because it's connected to nature.</p> <p>6) I also strongly object to the proposal of destroying the skyline behind the library - it's like there is no sense for beauty in any of this. You speak of green corridors and then propose putting a tall city building (that's completely unnecessary) as part of the library extension - just because you can?! Please do NOT put a tall building behind the library! Stop!!!</p> <p>7) The city is ignoring Heritage Buildings and wanting to knock down the Bridge Club which is a heritage building, and Heritage orgs are letting the city call the shots.</p> <p>8) Bad enough you are proposing destroying the green belt, you decide to propose the absolute worst way to do it, with over a dozen high rises, some as high as 45 meters. This is obscene. And what about the residents who must deal with 12-18 high rises going up at the same time? and what about the effect on nature, recreation, and the skyline? Again, not a thought to beauty in what is one of the most beautiful cities in the world.</p> <p>9) Do you really think the underground parking is going to be sufficient for all the new people (many two car households) living in these new high rises? the pressure this will put on roads, schools, parking is too much.</p>		<p>From a visual perspective, the issue is less the presence of change per se, and more the manner in which new built form is composed in relation to the retained civic buildings, the surrounding public realm, and the broader skyline. The existing civic cluster currently reads as a recognisable public node within a relatively open urban landscape, and its visual legibility should remain an important consideration in any redevelopment response.</p> <p>Particular caution is warranted where taller built elements are proposed in close proximity to the library and civic hall, as poorly located or overly dominant massing could visually diminish the civic presence of these buildings, compress the sense of openness currently associated with this part of the precinct, or create an abrupt and unresolved skyline condition at a sensitive public interface.</p> <p>That said, visual impact assessment does not operate from the assumption that all existing views or skyline conditions must remain unchanged, but rather assesses whether change is contextually appropriate, proportionate, and visually coherent within the broader urban landscape.</p> <p>The acceptability of any taller element in this location would therefore depend on detailed assessment of:</p> <ul style="list-style-type: none"> • its exact siting relative to the retained civic buildings; • its visual relationship to the Green Point Common and surrounding open landscape; • whether it reinforces or undermines the civic hierarchy of the precinct; • its contribution to skyline composition; • the degree to which it appears as a visually isolated or abrupt vertical intrusion; and • whether a lower or differently configured massing response could achieve the same planning objectives with reduced visual impact. <p>This is therefore a legitimate matter for further design scrutiny as the detailed parcel configuration is resolved. As noted, more specific visual and heritage input can be provided once the final development arrangement for the civic node has been determined. Any extension and/or addition above the existing library will need to be undertaken by an architect with the relevant expertise in modernist buildings and will be subject to detailed assessment from a heritage perspective.</p> <p>7) The WC Bridge Club building has very limited architectural/aesthetic significance and the bowling club that it accommodated is no longer in existence. The architectural significance is not significant enough to warrant their retention. The proposal retains the Colin Eglin Library and Civic Centre as the cultural and architectural anchors of the site. These features contribute to its heritage significance and collective memory. The buildings will be sensitively restored and upgraded to enhance functionality while maintaining their architectural integrity. This approach balances conservation with renewal, ensuring the site evolves while retaining its most meaningful and character-defining elements.</p> <p>8) The site does not form part of Green Point Urban Park as described in response to point 1 and residents views in point 2 above. The visual change to the skyline and views from the park have been assessed in the VIA (Appendix G2 of the draft BAR). As stated in the VIA, from the majority of public viewpoints within the surrounding area the development is viewed against the rising landform of Signal Hill and the broader mountain backdrop. The strong natural skyline created by the mountain slopes dominates the visual field and reduces the perceived prominence of built form within the lower urban foreground. Consequently, although portions of the development reach heights of up to approximately 45 m, the buildings do not interrupt or compete with the natural skyline.</p> <p>9) A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also evaluated the expected demand on public transport, determined the optimal site access locations, and identified any mitigation measures needed to manage traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR. The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes</p>

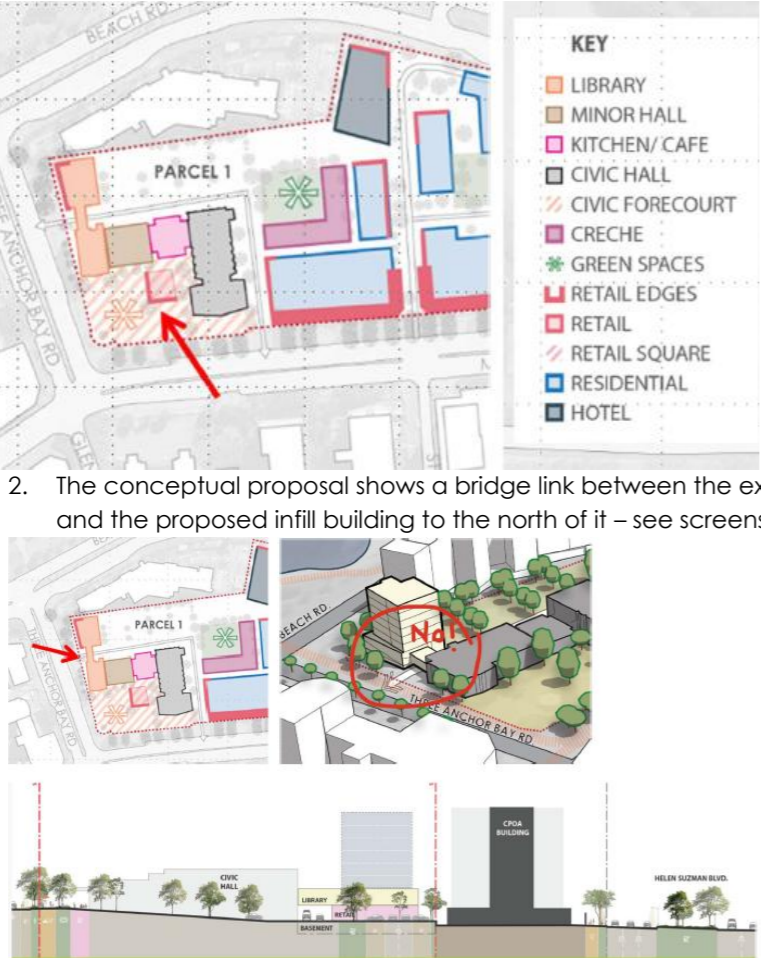
Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>10) We all know that ultimately the WINNERS here are the developers, not Capetonians. And we all know that MOST of this housing will end up being used by the ultra rich or people coming in from overseas. This is not going to equalize property, but is going to exacerbate inequality.</p> <p>11) Very importantly, this is such a short-sighted cash-focused way for the city to think. It's one thing to dispose of municipal land to both increase the rates bills and for short term cash influx, but why dispose of such prime land - land that has so much potential for urban development and tourism. Land that links the CBD and the stadium to the promenade and the green point garden. The city could be creating something like Central Park - instead you're proposing replacing a greenbelt with an obscene and ugly super dense concrete jungle.</p> <p>12) It's clear from the presentations that the city's main impetus is maximizing the amount of money you're going to get for the package of land - you seem to have no VISION about creating a space that adds value to the city or is unique or tells a story... so instead you have opted for a HIGH DENSITY set up - lots of high rise buildings (many six to nine stories high, some up to 45m high)... this is not fair to those living in the area. Again, developers first, clearly.</p> <p>13) None of us believe this is really a consultative process. It's like the city knows exactly what it's planning to do, and just trying to check the boxes to say you did public consultations - we do not feel meaningfully consulted. The consultations have lacked authentic engagement and lacked the detail needed for residents to be able to properly give feedback.</p> <p>14) The city clearly just wants to sell the land to the highest bidder, and has no interest in what is best for tourism, recreation, residents, existing rates payers, etc.</p> <p>15) Once the city sells and gets its 680 million rand... those funds will be gone soon with what to show for it besides more rates per year, but forever, for decades and more, the monstrosities will stay...and this important green area will be gone- no chance anymore to develop something unique, to create a Tuileries or a Central Park or a highline or a green corridor... How sad we were presented something with ZERO VISION - not one beautiful, nor creative, nor smart urban planning concept. Just money-based. If most of these new developments will be bought and occupied by international buyers, will it have been worth it in ten years for the city to have given up this important piece of public land? Land that was vested for recreational use.</p>		<p>provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totaling 1 975 bays, which the TIA state is considered adequate to support the development. Adequate public parking within the civic node precinct for civic users is included in the proposed concept design, as well as a dedicated parking area with secure access points for the CPOA.</p> <p>10) The proposed development will include affordable housing as 20 per cent of residential units, allowing middle-income households an opportunity to live in an area where the market almost exclusively caters to high-income earners. Refer to response to point 2 above.</p> <p>11) The site does not form part of the greenbelt. It is fully transformed and consists of privatised recreational space and public civic uses. The proposed concept design intends to connect the site with its surrounding retail character while incorporating a pedestrian and open space network that links to the adjacent public open spaces (refer to the draft Urban Design Concept – Appendix L1 to the draft BAR).</p> <p>12) In the context of Cape Town, higher-density development is linked to objectives such as spatial transformation and Transit-Oriented Development (TOD) which concentrates mixed-use development such as housing, jobs, and shops within walking distance of high-quality public transport hubs, infrastructure efficiency. This type of development increases residential space with close access to economic opportunities.</p> <p>13) The inputs and comments received during the pre-statutory engagements have informed the proposed draft concept design. Key themes that emerged included concerns about traffic, visual impact, heritage and loss of open space. The appointment and inclusion of the relevant specialists have been undertaken to assist in addressing these concerns and guide the development of the concept design. The pre-statutory engagements were based on information sharing and the first high-level draft concept design. More detail is available now as the project has progressed and relevant specialist studies undertaken. Please refer to the draft Basic Assessment Report and associated appendices for more details.</p> <p>14) The proposed concept design indeed does prioritise residential space, tourism opportunities, linking the site to surrounding recreational spaces and integrating into the surrounding context.</p> <p>15) The site is entirely transformed, and recently has suffered neglect, with the former bowling greens now either tarred over, or completely dried out resulting in a loss of visual amenity. According to the HIA (Appendix G1 to the draft BAR), the proposed development will improve the interface with Helen Suzman significantly and in its larger context the high-rise buildings will read as an extension of the built frame of the Green Point Common formed by the buildings along Beach Road in Mouille Point. The proper landscaping of this edge will create a suitable reference to the green space of the Common.</p>

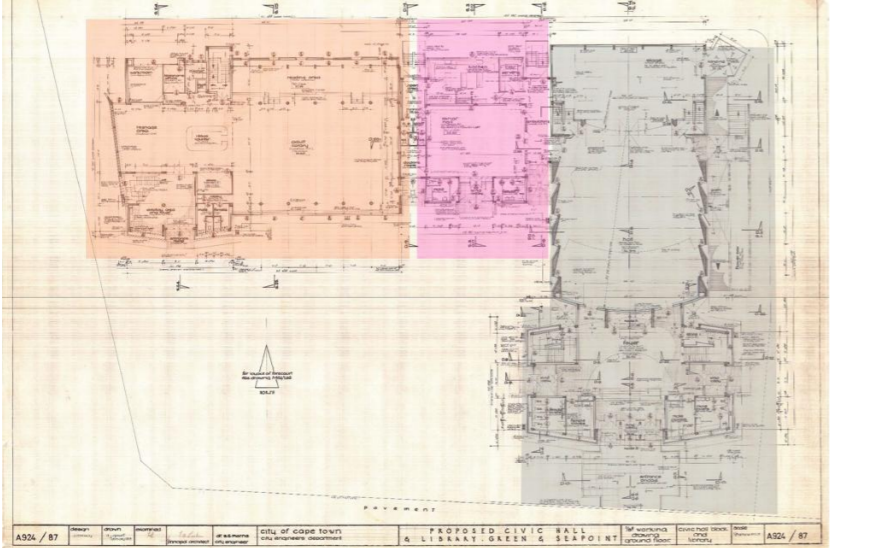
Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>You could have built a museum, you could have built a landscaped mall (like the mall in Washington DC), you could do a community vegetable garden to feed the hungry... you could do sports fields...</p> <p>Where will races like the Argus go? How does this affect events at Green Point /CT Stadium? Right now the space is being used for set up for World Supercross Champs event. What about all the running races that use this area? You're just putting so much extra pressure on limited schools, parking, etc. And creating a traffic nightmare. It's too much!</p> <p>Why give up such an important connection that runs from Waterkant and Greenpoint Stadium to the promenade and Greenpoint Commons instead of developing it as public space (that for which it was intended when the land was vested as such as part of the Green Point commons)?</p> <p>Interestingly, I just read this: "Provincial Heritage Site designation: In October 2025, the Heritage Western Cape officially confirmed the Green Point Common's designation as a Provincial Heritage Site to protect it from commercial development that could impact public access and the historic landscape." Why does this area of land not get this same protection - just because the city was allowed to remove this piece of land from its original designation?</p> <p>Unfortunately, it is more likely that these developments will exacerbate the previous land injustices of Apartheid and inequality than promote equality --- with most of the land going from government to the ultra rich and developers if this moves forward.</p> <p>I object wholeheartedly. It's ugly, it's oppressive, it is potentially illegal, it goes against what the land was vested for, it serves developers foremost and not citizens. it destroys nature. It's a complete eyesore and will destroy the skyline and also create unreasonable nuisance for ratepayers. It will negatively affect the value of properties for thousands of existing ratepayers.</p> <p>Thank you, CP https://sahistory.org.za/place/green-point-common</p>		
<p>C Partel Via Website 08/12/2025</p>	<p>This is an obnoxious design that doesn't consider existing ratepayers and residents. The City of Cape Town should be using this land for the purpose which it was vested - recreational use. This is a concrete jungle that destroys the skyline, adds intense pressure to already overcrowded roads, is conceptually ugly, negatively impacts the value of thousands of owners' homes. The affordable housing angle seems like a false pretext while you play to the hand of developers, and why are you not looking at low-income housing in the area? This new housing will not benefit Capetonians; and it is short sighted for the city to dispose of such important prime land that has tourism and public value.</p>	<p>Traffic, public space, concept design, visual, property market & public engagement</p>	<p>The site currently serves no public recreational function other than the civic node, which includes the library and civic centre. The existing civic forecourt, recognised for its heritage significance, will be sensitively upgraded to enhance its role as an active public space. This will be achieved through the careful adaptation and activation of the surrounding civic buildings.</p> <p>The concept design for the proposed mixed-use development includes residentially led development including the provision for market-led affordable housing. Refer to the previous response for details regarding the site not being vested for recreational use.</p>
<p>Renchia Droganis Via Website 08/12/2025</p>	<p>Uranus important to not degrade the environment with a development that will breakdown the current income stream from taxes received. By degrading the area with a development that can co tribute to same taxes it places a burden on those who do.</p>	<p>Environment</p>	<p>The site (Erf 2197) is entirely transformed already and there are no potential impacts on the environment that cannot be adequately managed or mitigated. The Environmental Management Programme (Appendix H of the draft BAR) details various management actions and mitigation measures to ensure environmental protection.</p>
<p>Susan Hulme Via Website 08/12/2025</p>	<p>Three Anchor Bay cannot absorb another high-density populated structure. I am not convinced that enough research been done on the viability of such mixed-use structure and also on the model that is being foolwed in South African context. It will impact the character of Three Anchor Bay negatively. Once done, it will stay there as another example of extremely bad and short-sighted town planning. Do not proceed. This is the last empty space we have in three anchor bay. Use it wisely!</p>	<p>Town planning, density</p>	<p>The proposed concept design has undergone an iterative design process, starting with status quo and feasibility assessments and the various specialist assessments to determine the potential impacts associated with the proposed concept design. The proposed building heights has been designed in compliance with the City of Cape Town's Tall Building Policy and Design Guidelines (2013) and respond sensitively to the surrounding urban context in terms of scale, urban grain, and existing built form. The design approach incorporates a varied height profile across the site, establishing a clear hierarchy of built form, enhancing visual interest, and contributing to a cohesive and legible urban skyline. The visual impact assessment (Appendix G2 of the draft BAR) indicates that the proposed 15m podium with taller towers of 30-45m in specific positions can be accommodated within the receiving environmental without resulting in</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
			<p>unacceptable visual impacts. It is also worth noting that the proposed mixed-use development of the site aligns with the spatial policy and planning frameworks for the City and Table Bay District, in which the site has been earmarked for high density mixed-use development, civic use and institutional structuring open space.</p>
<p>Otto de Jager Via Website 08/12/2025</p>	<p>I don't believe enough studies have been done locally to ensure that the vision will be successful and also you are killing the area with even MORE high density which the infrastructure can't carry and also all this additional sewage into the ocean.</p>	<p>Services, density & environmental</p>	<p>Various impact assessments and feasibility reports have been undertaken to inform and assess the viability of the proposed concept design. These include specialist assessments (heritage, visual, socio-economic, and transport), civil services and electrical engineering reports, as well as a stormwater management report. All of these have been considered in the draft Basic Assessment Report and appended.</p> <p>Sewage in the immediate vicinity of the site gravitates toward the Green Point Marine Outfall, and it should be noted that the Green Point Wastewater Treatment Plant has confirmed capacity for the proposed development. It is important to note that the proposed development would not discharge directly to the marine outfall system. Any future development on the site would be required to connect to and operate within the capacity and regulatory framework of the existing municipal sewer and wastewater infrastructure network, subject to approval by the relevant municipal engineering departments. The City has also received confirmation of sufficient capacity within the existing water and sewer networks to support the proposed development (see Appendix L2 of the draft BAR). The management, operation, upgrading, and permitting of the Green Point Marine Outfall and the broader wastewater treatment system fall under the jurisdiction of the relevant public authorities and associated regulatory processes, including environmental permitting and infrastructure planning frameworks. The outfall currently discharges screened effluent under an authorised marine discharge permitting framework and is reported by the relevant authorities to be operating within applicable permit conditions.</p>
<p>Daniel Perry Via Website 08/12/2025</p>	<p>I believe this development will destroy what little green spaces remain, add strain to road networks, sewerage and water infrastructure and will be an eyesore on the skyline, detracting from natural beauty of the area. I oppose this.</p>	<p>Traffic, public space, services & visual</p>	<p>The site is already entirely transformed, and although it may have represented green open space in the past, recent deterioration of the site including the former bowling greens now either tarred over or completely dried out has reduced the visual amenity considerably. The proposed development of the site will thus lead to the loss of this former visual amenity, noting that the eucalyptus avenue will be retained (as well as of course the library and civic centre complex) somewhat mitigated by the retention of view lines through the site. It is also noted that the proposed development will improve the interface with Helen Suzman significantly and in its larger context the high-rise buildings will read as an extension of the built frame of the Green Point Common formed by the buildings along Beach Road in Mouille Point. The proper landscaping of this edge will create a suitable reference to the green space of the Common.</p> <p>The proposed building heights has been designed in compliance with the City of Cape Town's Tall Building Policy and Design Guidelines (2013) and respond sensitively to the surrounding urban context in terms of scale, urban grain, and existing built form. The design approach incorporates a varied height profile across the site, establishing a clear hierarchy of built form, enhancing visual interest, and contributing to a cohesive and legible urban skyline. The visual change to the skyline and views from the park have been assessed in the Visual Impact Assessment (Appendix G2 to the draft BAR). As stated in the VIA, from the majority of public viewpoints within the surrounding area the development is viewed against the rising landform of Signal Hill and the broader mountain backdrop. The strong natural skyline created by the mountain slopes dominates the visual field and reduces the perceived prominence of built form within the lower urban foreground. Consequently, although portions of the development reach heights of up to approximately 45 m, the buildings do not interrupt or compete with the natural skyline.</p> <p>The development will discharge to the Green Point Wastewater Treatment Plant, which has confirmed capacity. The City has also received confirmation of sufficient capacity within the existing water and sewer networks to support the proposed development (see Appendix L2 of the draft BAR).</p>
<p>Dean Joffe Via Website 08/12/2025</p>	<p>I would like to object to the development and further densification of the few left open-air spaces in the area. This will also increase traffic which I'm very against. New building are a win but adding a few thousand more people to the area I'm completely against.</p>	<p>Traffic</p>	<p>Your opposition to the proposed development has been noted.</p> <p>The site is already transformed and offers an opportunity for infill development, reducing the risk of urban sprawl and aligning with city policies. Although there will be a loss of open space, the Heritage impact Assessment (Appendix G1 of the draft BAR) has assessed this loss to be low negative with mitigation. A detailed Transport Impact Assessment</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
			(Appendix G4) has also been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand.
<p>Dale McKnight Via Email 08/12/2025</p>	<p>Subject: <u>Objection to the Proposed Mixed-Use Development on Erf 2187, Three Anchor Bay</u> Dear Sir/Madam, I hereby submit my formal objection to the proposed mixed-use development on Erf 2187, Three Anchor Bay, as presented in the current draft development concept.</p> <p>1. Please comment on the fact that Erf 2187 is part of The Green Point Common that was vested to the City of Cape Town in 1923, in perpetuity, for general public recreation, and sports fields.</p> <p>2. Preservation of Public Open Space for a Green Park I strongly object to any form of commercial or residential development on this parcel of land. This area represents one of the few remaining opportunities to create a meaningful green park for the rapidly expanding community. A well-designed public park—with trees, gardens, seating, walking paths, a water feature, and a designated off-leash area for dogs— would provide a much-needed safe and restorative space for residents to gather, exercise, and enjoy nature. Such a public amenity would bring long-term social, environmental, and psychological benefits to the community that no mixed-use development can replace.</p> <p>3. Most Suitable Site for the Green Point Sewage Treatment Plant This parcel of public land is widely recognised as the most logical and practical location for the urgently needed and already designed Green Point Sewage Treatment Plant. The City's plan for this plant within the Urban Park is highly concerning, as that park is already heavily used and at times operating at full capacity. Relocating the sewage treatment facility to Erf 2187 would allow, as per Modern Package Sewerage Plant implementation (which is odourless and mostly underground) for the green space to be developed above the plant.</p> <p>4. Severe Traffic and Infrastructure Strain The proposed development would significantly worsen congestion on the already overburdened road network surrounding Sea Point and Green Point. Traffic on Main Road, Beach Road, and Helen Suzman Boulevard is frequently gridlocked, and this project would only amplify the problem. Additionally, the area's sewerage, water, and electricity systems are already under pressure. Introducing a dense mixed-use development would place an untenable strain on ageing and overloaded infrastructure, creating risks of outages, failures, and escalating service issues for the wider community.</p> <p>5. Pattern of Overdevelopment and Insufficient Regard for Residents Finally, I object to what appears to be the City of Cape Town's ongoing strategy of intensifying development on nearly every remaining open space, with inadequate consideration of long-term consequences or the needs of existing residents. This approach risks eroding the character, liveability, and environmental quality of our neighbourhoods. Open land within the city is invaluable, and once developed, it is lost forever. Communities require balanced planning—not relentless densification at the expense of quality of life.</p> <p>Conclusion</p>		<p>Your opposition to the proposed development has been noted.</p> <p>1. Erf 2187 does not form part of the declared Green Point Common PHS. There are also no title deed conditions/restriction in the original 1923 Deed of Grant to the City that specifies that the land may only be used for public recreational purposes. There are no conditions in the deed of Grant that limit the land use in perpetuity or that stipulate that the land was ceded expressly for public purposes. There are however town planning conditions imposed in 2010 which apply to Erf 2187. Erf 2187 is not part of the proclaimed Provincial Heritage Area.</p> <p>2. The proposed concept design incorporates a green network, which builds on existing site conditions and environmental informants to establish a connected landscape framework that integrates the development with its surrounding context, including the adjacent promenade and the Green Point Common. The proposed concept design incorporates pedestrian and public space network as well as green network that builds on existing site conditions and environmental informants to establish a connected landscape framework that integrates the proposed development with its surrounding context, including the adjacent promenade (refer to the draft Urban Design Report – appendix L1 of the draft BAR).</p> <p>3. Sewage in the immediate vicinity of the site gravitates toward the Green Point Marine Outfall, and it should be noted that the Green Point Wastewater Treatment Plant has confirmed capacity for the proposed development. It is important to note that the proposed development would not discharge directly to the marine outfall system. Any future development on the site would be required to connect to and operate within the capacity and regulatory framework of the existing municipal sewer and wastewater infrastructure network, subject to approval by the relevant municipal engineering departments. The City has also received confirmation of sufficient capacity within the existing water and sewer networks to support the proposed development (see Appendix L2 of the draft BAR). The management, operation, upgrading, and permitting of the Green Point Marine Outfall and the broader wastewater treatment system fall under the jurisdiction of the relevant public authorities and associated regulatory processes, including environmental permitting and infrastructure planning frameworks. The outfall currently discharges screened effluent under an authorised marine discharge permitting framework and is reported by the relevant authorities to be operating within applicable permit conditions.</p> <p>4. A detailed Transport Impact Assessment has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Please refer to Appendix G4 of the draft BAR for more details.</p> <p>Key electrical infrastructure requirements for the proposed development include (Appendix L4 of the draft BAR):</p> <ul style="list-style-type: none"> • A new substation to accommodate the development load, • New 3-feeder-group of underground cables from Mouille Point 132/11kV substation, • Relocation and/or protection of existing buried services including medium and high voltage cables and dedicated feeds to the SABC studios, Internal medium- and low-voltage reticulation systems. <p>Infill development forms part of the City's broader objectives relating to spatial transformation, urban efficiency, and more compact urban growth. The proposed concept design intends to create continuity with the surrounding unique retail character and connect with surrounding precincts. The policies of designing Quality Places: Urban Design Principles for the City of Cape Town (2024) have been considered in this proposal. The new internal streets are envisioned as pedestrian-focused environments, incorporating wide sidewalks, landscaping, and active building edges to create a high-quality public realm.</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
	<p>For the reasons outlined above, I respectfully request that the City of Cape Town withdraw the proposed development. The long-term public good would be far better served by preserving this land for the creation of a meaningful community green space.</p> <p>Thank you for the opportunity to comment. I request confirmation of receipt of this objection and to remain registered as an Interested and Affected Party for all future phases of this process.</p>		<p>You have been registered as an interested and affected party.</p>
<p>Sandra van der Merwe On behalf of Docomomo South Africa Via Email 08/12/2025</p>	<p>Refer to attachment.</p> <p>[Email attached:] Comment on the conceptual proposal for of Erf 2187, Three Anchor Bay, Green Point</p> <p>Dear Infinity</p> <p>Docomomo South Africa have commented previously on the proposals for Erf 2187 Cape Town, as a pre-registered I&AP through the process facilitated by Infinity Environmental in May this year, and then again in terms of sale of the site in August this year.</p> <p>As a conservation body engaged in the documentation and conservation of Modern Movement heritage, our main interest in this matter is how the redevelopment of the site will impact the Sea Point Library, Minor Hall and Civic Hall. With regards to the present proposals our for comment:</p> <ul style="list-style-type: none"> • Docomomo-SA supports the IIIA grading of the Library, Minor Hall and civic Hall, put forward in the conceptual proposal. We reiterate our previous comment, i.e. that these buildings, including the forecourt onto Main Road, must be protected formally by placing them on the City's Heritage Register. We request that this is done immediately, prior to the proposed sale and redevelopment, so that the complex will benefit from the formal protections offered by the National Heritage Resources Act and the Heritage Register. • If a heritage statement has been prepared to inform the proposed conceptual proposal, we have not seen it yet or had the opportunity to comment on it/the heritage indicators it sets for development. Please share this with us. • We wish to comment on the following aspects of the conceptual proposal. <p>1. The conceptual proposal has a vague indication of a building footprint with a retail interface on it – see screenshot below (with the footprint of the building indicated with a red arrow). According to the key, this represents a Retail building. We strongly object to new buildings in the Library/Civic Hall forecourt. As per our comments during the previous rounds of consultation, the forecourt contributes to the architectural experience of the public buildings and must be considered as an integral part of the overall design. Accordingly, inappropriate redevelopment of forecourt, including overt securitisation and privatisation of this space, must be avoided.</p>	<p>Heritage</p>	<p>Following the initial response from Docomomo, an informal meeting was held with Ms Sandra van der Merwe of Docomomo to discuss their concerns. During the discussions it transpired that Docomomo is generally concerned about the privatisation of public facilities and spaces and would like to see this site remain a public facility. This will be the case. Docomomo will in future have an opportunity to comment on the proposed development formally and would likely support activating the forecourt with activities, such as outdoor seating for the coffee shop (but not a new building in the forecourt), as well as the use of the minor hall for a coffee shop type use. It was acknowledged that the requirements for the library have changed and that enlargement is needed, but it was emphasised that the reading hall is integral to the library and should remain as such in terms of spatial cohesion. The possibility of accommodating a new activity room/minor hall in the proposed extension was discussed, as well the importance of the sensitive treatment of a possible "bridge" connection to extend the library space. Note that this discussion occurred based on the first version of the Concept Design which did not include the proposed additional development envisaged above the existing building footprint and next to the library in the existing parking area, as per the revised Concept Design. Comments on the revised Concept Design are invited during the statutory commenting period between 18 June 2026 and 20 July 2026.</p> <p>These inputs have been considered in the Heritage Impact Assessment (Appendix G1 of the draft BAR) and informed the recommendations and mitigation measures. Importantly any application for work on this building complex will be subject further public consultation.</p> <p>The proposal retains the Colin Eglin Library and Civic Centre complex as the cultural and architectural anchors of the site. As a strong example of Modernist architecture, the library is distinguished by its brise soleil façade and a series of well-preserved interior elements, including original bookshelves, parquet flooring, mosaic columns, timber panelling and ceramic foyer tiles. These features contribute to its heritage significance and collective memory. The buildings will be sensitively restored and upgraded to enhance functionality while maintaining their architectural integrity.</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
	 <p>2. The conceptual proposal shows a bridge link between the existing library and the proposed infill building to the north of it – see screenshots below:</p> <p>We object to this proposal for two reasons: firstly, the library building must retain its architectural integrity and identity (and its Grade IIIA heritage value), and secondly, we do not agree with the relocation of the library to a new space, in order to split the existing library space into two spaces with new uses (see point 3 below).</p> <p>3. The conceptual proposal shows new uses for the minor hall and library. We do not object to the proposed use of the Minor Hall as a café/kitchen, but we object to moving the Minor Hall to a portion of the library. We object to the proposal of splitting the Library into two spaces. The present proposal does not respect the integrity of the Library, spatially, in plan layout or in elevation. We request that, instead, the conceptual proposal looks to find a new use (or retain existing uses) relative to the present spatial and organisational relationships, which has 3 main spaces – the main hall, the library, with the minor hall in between – see marked up plan attached. Note the open/interconnected quality of the Library space.</p> <p>We look forward to seeing these comments taken on board and the conceptual proposals revised, to be more considerate of the existing heritage buildings. Docomomo-SA requests to be kept informed of the redevelopment proposals for the site, including the opportunity to comment on any heritage studies or heritage impact assessments undertaken for the site, specifically those relating to the library, minor hall and civic centre.</p>		<p>Please refer to the draft Heritage Impact Assessment (Appendix G1 of the draft BAR) for your comment.</p>

Comment by & date received	Comments/concerns/questions	Theme	Response
	 <p>Existing plan layout, noting the 3 main spaces of the complex. The Library space (orange) must not be subdivided.</p>		
<p>Ian Macun On behalf of Moullie Point Ratepayers Association (MPRA) Via Email 08/12/2025</p>	<p>Subject: MRPA Three Anchor Bay Erf 2187 Draft Development Concept – Comment by the MPRA RE: Three Anchor Bay, Redevelopment of ERF 2187: Comment by the MPRA on the Draft Development Concept.</p> <p>We have reviewed the Draft Development Concept received on the 13 November 2025 and wish to make the following comments.</p> <p>The original comment by the MPRA submitted on 29 May 2025 still has relevance and has not been adequately accommodated within the concept design issued by Infinity Environmental. The main focus of our comment was to propose a 'transitional zone accommodating some commercial with social, affordable and open market housing opportunities along with green spaces and walkways to access the promenade and Green Point Park'. The idea of a 'transitional zone' is to ensure that the land be utilised for less intensive development than that found along Sea Point Main Road and in the Green Point area. This would mean mixed-use development although with a greater emphasis on residential development interspersed with open space, either as small playparks, walkways and/or recreational areas.</p> <p>Instead, the proposed concept opts for high densification on Erf 2187 with limited retention of public space and civic amenities. Whether space will be reserved for the Pinocchio Creche is not clear in the proposal. In the proposal, it is also not clear what the ratio of social, affordable, open market housing will be to commercial and green spaces. This is extremely important to understand.</p> <p>The MPRA believes this proposal to be out of character with what we envisaged for this site. The emphasis on densification and the proposed heights of 35m for GB5 and 45m for GB6 zones are of concern. The proposed heights of the buildings, in particular, will have negative implications for the area. Buildings of this height (which seem to suggest deviations from existing height restrictions in such zones) would block the views of the residential areas behind the erf in the Three Anchor Bay residential area. They would also extend the high-density character of Sea Point main road further into the</p>	<p>Services, creche, concept design, visual & affordable housing</p>	<p>The comments from MPRA are acknowledged and responded to below.</p> <p>The proposed concept design accommodates commercial components while being a residentially led development. The draft Urban Design Report (Appendix L1 of the draft BAR) shows how a green network, public and open space network have been included into the proposal. Although the proposed concept is for a high-density mixed-use development, the intention is for the future development of the site to create continuity with the surrounding and unique retail character of the area, linking the site to the adjacent recreational spaces and activating the streetscape.</p> <p>The proposed development includes the retention and upgrade of the civic node, as well provision for an ECD facility as part of the overall land use mix, including a purpose-built building and associated outdoor space within the development. According to the Socio-Economic Impact Assessment (Appendix G3 of the draft BAR), the proposed development will include affordable housing as 20 per cent of residential units, allowing middle-income households an opportunity to live in an area where the market almost exclusively caters to high-income earners. It is important to note that affordable housing refers to housing catered at households earning up to R34 400 per month (as of 2025), which translates to a maximum rent of approximately R11 500 per month¹. Affordable housing is also considered in context of its surrounding area. Refer to the SEIA (Appendix G3) of the draft BAR for more details.</p> <p>The proposed building heights has been designed in compliance with the City of Cape Town's Tall Building Policy and Design Guidelines (2013) and respond sensitively to the surrounding urban context in terms of scale, urban grain, and existing built form. The design approach incorporates a varied height profile across the site, establishing a clear hierarchy of built form, enhancing visual interest, and contributing to a cohesive and legible urban skyline. The Visual Impact Assessment (Appendix G2 to the draft BAR) indicates that the proposed 15m podium with taller towers of 30-45m in specific positions can be accommodated within the receiving environmental without resulting in unacceptable visual impacts. The Heritage Impact Assessment (Appendix G1 of the draft BAR) notes that the majority of surrounding properties in the area are zoned GR5 (General Residential Subzone), which promotes higher-density residential</p>

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	<p>Three Anchor Bay area rather than adopt a tapering of building height to match the idea of a transitional zone.</p> <p>The residential developments proposed appear to be very close to the Helen Suzman Drive. This will negatively affect the public who want to watch the major sporting events that take place along this busy thoroughfare, for example, the Cape Town Marathon, Two Oceans Cycle race, etc. A well-planned buffer area between Helen Suzman Drive and the proposed residential developments will be compatible with a transitional area between high density and more open urban areas and provide for easier access for the public to sporting events on Helen Suzman Drive.</p> <p>The MPRA supports efforts by the City to proceed to develop the underutilised property at Erf 2187 speedily. However, we are of the view that development should not be driven by a densification approach but rather an approach to mixed-use development that leans towards greater residential use, more open and green spaces and buildings that are of an appropriate height so as to blend in with surrounding areas.</p> <p>We look forward to participating in future public consultation as the process moves forward.</p>		<p>development, including high-rise blocks of flats and allows for buildings up to 35m high. Refer to the VIA which identifies visual sensitivities and assesses the visual impact of the proposed concept design.</p> <p>The proposed urban design framework remains within the property boundary and does not encroach on the existing Helen Suzman Boulevard Road reserve. Within the sites property boundary, a 3m buffer is proposed between the development edge and Helen Suzman Boulevard, which will accommodate landscaping and transitional public realm elements. This is in addition to the existing pedestrian environment along this edge, which currently ranges between approximately 3m and 5m in width. The proposed setback and buffer treatment are intended to maintain pedestrian accessibility and provide an appropriate transition between the development and the adjoining public movement corridor.</p> <p>The rezoning application will include a maximum permitted height plan. The maximum height of the podium building will 15 meters from ground level, whilst taller towers of between 30 and 45m tall are proposed in specific positions. These proposed height limits respond to the prevailing urban form on the south side of Main Road and it is proposed that the height plan be made a condition of rezoning.</p> <p>The goal of the proposed concept design is to offer high density residentially led mixed-use development while preserving key character defining elements (the library, forecourt and civic centre), incorporating green and public spaces, and activating the retail edge of the site to create continuity with the surrounding areas. Refer to the draft Urban Design Concept (Appendix L1 of the draft BAR) for more details.</p>
<p>Sean Griffiths Via Email 15/12/2025</p>	<p><u>Letter of Formal Objection to the Three Anchor Bay Development</u> SUBJECT: FORMAL AND VEHEMENT OBJECTION TO THE PROPOSED DENSITY AND SCALE OF THE DEVELOPMENT ON ERF 2187, THREE ANCHOR BAY — UNSUSTAINABLE INFRASTRUCTURE AND MISPLACED PRIORITIES</p> <p>I, the undersigned, hereby lodge a formal and unequivocal objection to the current draft development concept design for Erf 2187, Three Anchor Bay. My objections are based on the unacceptable and unsustainable scale of the proposed development and its profound negative consequences for the existing community, urban infrastructure, and crucial environmental priorities.</p> <p>1. Misappropriation of Public Land and Environmental Negligence</p> <p>This area of public land is the perfect, necessary space to build the desperately needed, and already-designed, Green Point Sewage Treatment plant. The development of a mixed-use complex on this site represents an appalling misappropriation of public resources, prioritizing private gain over critical environmental sustainability. Instead of utilizing this site for essential infrastructure, City officials are proposing to build the sewage treatment plant in the existing Green Point Urban Park, with construction currently set for a distant date (e.g., 2034). This choice forces a necessary utility into existing public amenity space, which will entail a few years of construction during which time some of the park would be unavailable. This decision exposes a fundamental failure by the City to prioritize ending the practice of sending raw sewage into our Marine Protected Area beyond the lighthouse.</p> <p>2. Catastrophic Traffic and Road Infrastructure Failure</p> <p>The existing road infrastructure around Three Anchor Bay (including Main Road, Beach Road, and Helen Suzman Boulevard) is already under severe pressure and is wholly inadequate to support a development of the proposed ludicrous scale. The massive increase in vehicular traffic generated by this project will lead to:</p>	<p>Concept design, density, Public space, visual</p>	<p>Your opposition to the proposed development is acknowledged and responded to below.</p> <p>1. Sewage in the immediate vicinity of the site gravitates toward the Green Point Marine Outfall, and it should be noted that the Green Point Wastewater Treatment Plant has confirmed capacity for the proposed development. It is important to note that the proposed development would not discharge directly to the marine outfall system. Any future development on the site would be required to connect to and operate within the capacity and regulatory framework of the existing municipal sewer and wastewater infrastructure network, subject to approval by the relevant municipal engineering departments. Confirmation is awaited from the City regarding the sewer network capacity. The management, operation, upgrading, and permitting of the Green Point Marine Outfall and the broader wastewater treatment system fall under the jurisdiction of the relevant public authorities and associated regulatory processes, including environmental permitting and infrastructure planning frameworks. The outfall currently discharges screened effluent under an authorised marine discharge permitting framework and is reported by the relevant authorities to be operating within applicable permit conditions.</p> <p>The site currently serves no public recreational function other than the civic node, which includes the library and civic centre. The existing civic forecourt, recognised for its heritage significance, will be sensitively upgraded to enhance its role as an active public space. Existing sports-related activities on the site are privately operated and not publicly accessible.</p> <p>2. A detailed Transport Impact Assessment has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. (Please refer to Appendix G4 of the draft BAR for further details).</p>

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	<ul style="list-style-type: none"> • Crippling traffic congestion in an already heavily utilized area. • Reduced quality of life for current residents. <p>3. Strain on Utility Infrastructure and Resource Scarcity The City of Cape Town's existing utility infrastructure, particularly its sewage and water systems, is already buckling under current demand. Imposing a high-density development of this magnitude will place extreme and unsustainable demands on a system that is demonstrably over capacity. Furthermore, as Cape Town is a water scarce area, this project will exacerbate the existing short supply, showing little regard for long-term regional resource sustainability.</p> <p>4. Unacceptable Development Density and Visual Impact The proposed development density is excessively high and entirely inappropriate for the Three Anchor Bay/Green Point area. The current scale projects a vision akin to "Hillbrow-on-Sea," which threatens to fundamentally degrade the character, aesthetic, and quality of life currently enjoyed by long-standing residents.</p> <p>5. Financial Burden and Mismanagement of Rates The City of Cape Town is already aggressively gouging rate-payers through ever-increasing rates and tariffs. The funds collected are apparently being used to maintain and expand already overburdened infrastructure rather than strategically managing growth. Approving a high-density project of this nature without demonstrable, upfront infrastructure upgrades is fiscally irresponsible.</p> <p>6. Construction and Noise Pollution Disruption The development at the proposed scale will cause major disruption during and after construction, adding to already unacceptable levels of noise pollution and drastically reducing the living standards of neighbouring properties.</p> <p>DEMAND FOR RE-EVALUATION AND PUBLIC CALL TO ACTION I strongly object to the City of Cape Town's apparent strategy of being "hell bent on developing every square inch of open land with little regard for the consequences to existing residents." I formally demand that the proposed density of the Three Anchor Bay development be scaled back to 25% of the current proposed density to align with the surrounding neighbourhood character and to allow the existing municipal infrastructure a realistic chance of coping. This project, as currently proposed, is detrimental to the public interest and must be radically revised.</p>		<p>3. Confirmation from the City of Cape Town is still outstanding for both potable water and sewer capacity. The development will discharge to the Green Point Wastewater Treatment Plant, which has confirmed capacity. The recommendations listed in the Civil Services Report (Appendix L2 to the draft BAR) include integrating rainwater harvesting for non-potable use (irrigation, WC flushing, cleaning) and the installation of low-flow fixtures and water-efficient landscaping to reduce peak demand. Compliance with CoCT's "Guidelines for Alternative Water Installations", particularly backflow prevention, is necessary.</p> <p>4. The proposed building heights have been designed in compliance with the City of Cape Town's Tall Building Policy and Design Guidelines (2013) and respond sensitively to the surrounding urban context in terms of scale, urban grain, and existing built form. The design approach incorporates a varied height profile across the site, establishing a clear hierarchy of built form, enhancing visual interest, and contributing to a cohesive and legible urban skyline. The development will be of a similar scale and density to the surrounding buildings. The Visual Impact Assessment (VIA – Appendix G2 of the draft BAR) indicates that the proposed a 15m podium with taller towers of 30-45m in specific positions can be accommodated within the receiving environment without resulting in unacceptable visual impacts. Refer to the VIA which includes the identification of sensitive visual receptors and assessment of visual impacts.</p> <p>5. Please refer to the Civil Services Report (Appendix L2 to the draft BAR), electrical engineering report (Appendix L4 to the draft BAR) and Transport Impact Assessment (Appendix G4 to the draft BAR) which address infrastructure capacity.</p> <p>6. Noise generation and pollution are anticipated during the construction phase as a result of operation of construction machinery, delivery of materials, and general construction activities. These noise-generating activities are typical of construction projects and are expected to be temporary and limited to the duration of the construction period. To minimise potential disturbance to surrounding land uses, standard noise mitigation measures have been incorporated into the construction environmental management programme for the proposed development. These measures include restricting noisy construction activities to approved working hours and ensuring that all machinery and equipment are properly maintained and fitted with appropriate silencers where required. Please refer to Appendix H (EMPr) of the draft BAR for more construction phase mitigation measures.</p>

Open House comments (12 November 2025)

Name	Comment	Theme	Response
Judi Thomas	Pure greed!	Objection	Your opposition to the proposed development has been noted.

Welda Viljoen	This development will increase the traffic around the stadium which is already a huge problem. There is no such thing that South Africans will only use public transport. Maybe you should restrict the number of cars in the block. Or close Main Rd permanently and only allow bus and trains or even mini taxis.	Traffic	A detailed Transport Impact Assessment has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Please refer to Appendix G4 of the draft BAR for more details.
Paul Masol	The development is great, especially that its densification lead by municipality this shows initiative by council to facilitate increasing residential blocks within city. Council should lead the component of affordable housing to be a major component of the development, this should be articulated early in the disposing/auction stage of the process.	Support, affordable housing	Your support for the proposed development has been noted. The concept design for the proposed mixed-use development includes residentially-led development including the provision for market-led affordable housing.
Clive Barwise	This is the last major bit of land left in the city thus this should be an iconic development (Dubai). This proposal is not iconic (not sky scrapers). Concerns – <ul style="list-style-type: none"> - Traffic - not only in the area but feeding in and out; - Green space - everyone in the area has dogs where will they take their dogs for a pee; - There will be way too many people for the area; - Parking is already a problem where is this developments parking 	Traffic, parking, public space	<p>A detailed Transport Impact Assessment has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Please refer to Appendix G4 of the draft BAR for further details. The concept design includes green, public and open space networks (refer to the draft Urban Design Report – Appendix L1 of the draft BAR).</p> <p>A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also evaluated the expected demand on public transport, determined the optimal site access locations, and identified any mitigation measures needed to manage traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR. The proposed site falls within a PT2 Parking area, where zero minimum parking provisions are required in terms of the CoCT Municipal By-law (2015). Although the development aligns with Transit-Oriented Development (TOD) principles and seeks to reduce dependence on private vehicles, on-site parking is included in the proposed concept design. The proposed concept design makes provision for a three-level super-basement structure. A detailed Transport Impact Assessment (TIA) has been conducted that addresses the existing and future traffic operations in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. The findings and recommendations of the TIA are provided in Appendix G4 of the draft BAR.</p> <p>The number of parking bays that could be required by the development was also determined in the assessment. To accommodate the parking demand, parking is proposed within a three-level super basement structure on site. Preliminary investigations indicate that the super basement can accommodate up to approximately 1 895 bays and 80 additional bays included in the proposed concept design on the ground level, totalling 1 975 bays, which the TIA state is considered adequate to support the development. Adequate public parking within the civic node precinct for civic users is included in the proposed concept design, as well as a dedicated parking area with secure access points for the CPOA.</p>
Lionel Rebelo	The unfinished freeway needs to be finished to ease the traffic this bulky project will not help. Finish the bridge!	Traffic	Future planning in the broader site context includes the completion of the Foreshore Freeway. Currently, there is no confirmed timeline for the completion of the Foreshore Freeway.
Jens Horber	Please make the concept posters/documents and list of the professional team available online	Public engagement	Posters were made available on the website the day after the Open House event.
Barend Lindeque	Please consider clinical work ie procedural rooms, doctors, small theatre use	Concept design	<p>The suggestion is noted and recognised in the context of supporting a diverse range of compatible commercial and community-serving uses within a mixed-use urban environment.</p> <p>As the proposal is currently at concept design stage, detailed tenancy arrangements and the specific nature of future commercial occupants have not yet been determined. The feasibility and inclusion of healthcare-related uses</p>

			would ultimately depend on the future developers and operators of the site, market demand, applicable land use rights, and detailed design considerations.
Arlene Heyes	Don't do it!!	Objection	Your opposition to the proposed development has been noted.
Ingrid Barwise	I dislike your project!!! Pure Greed. Too much on a very limited area. The area is already highly populated. Roads won't cope. Traffic jams at peak hours. Why does the city of Cape Town not finish building the unfinished bridges to alleviate traffic. So sorry the developers are so greedy to put so many units in this area. Why so little green belts? What has happened about the Heritage Common Area? The area already can't cope with all the traffic. This design will bring thousands more residents.	Objection, heritage, traffic	<p>A detailed Transport Impact Assessment has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Please refer to Appendix G4 of the draft Basic Assessment Report for further details.</p> <p>The proposed conceptual design also incorporates a green network which builds on existing site conditions and environmental informants to establish a connected landscape framework that integrates the development with its surrounding context, including the adjacent promenade and the Green Point Common.</p>
Abraham Louw	Very excited for the dormant space to finally be activated, providing more business and residential options. Impressed by the careful consideration of heritage, open space, traffic and height proposals in context of maintaining/improving the character of the current Sea Point / Three Anchor Bay area.	Support	Your support for the proposed development has been noted.
Nic van Zyl	How will the City manage more logistics and people coming in while they cannot deal with homes/people now?! This land has been neglected for so long for so many reasons.	Density	The proposed mixed-use development of the site aligns with the spatial policy and planning frameworks for the City and Table Bay District, in which the site has been earmarked for high density mixed-use development, civic use and institutional structuring open space. In alignment with the City's policy and planning frameworks, infill development (development on already transformed and underutilised land) is prioritised to prevent urban sprawl. Provision for residential space inclusive of affordable housing close to economic opportunities contributes towards reduced spatial inequality.
Hugo Lambrechts	Concern over extent of densification. No proper outline of traffic flows onto main and Helen Suzman avenues.	Density	A detailed Transport Impact Assessment has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Please refer to Appendix G4 of the draft Basic Assessment Report for further details.
Joan and Lynne Ford	Sea Point is already too congested. Services are already strained. Traffic is too congested. This proposal is a nightmare!	Traffic, density	A detailed Transport Impact Assessment has been conducted that addresses the existing and future traffic operation in the site vicinity. The assessment also determined whether mitigation measures are needed to manage the traffic demand. Please refer to Appendix G4 of the draft BAR for further details.
Jean Williams	I think it is a wonderful project, the city should continue with it, I also think the city, Infinity, should definitely consider social housing and affordable housing, directly aimed at the coloured community of Cape Town on this Sea Point site! I would be extremely grateful to see the project continue.	Support	Your support for the proposed development has been noted. The final concept design for the development includes the provision of market-led affordable housing.