THREE ANCHOR BAY

PROPOSED MIXED-USEDEVELOPMENT ON ERF 2187, GREEN POINT

VISUAL IMPACT ASSESSMENT | 2026-06-15

david gibbs **Independent Visual Impact Assessment Specialist**

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EXECUTIVE SUMMARY

Purpose of the Study

This Visual Impact Assessment (VIA) evaluates the potential visual impacts associated with the proposed redevelopment of Erf 2187, Three Anchor Bay, within the context of the surrounding urban environment and the Green Point Common cultural landscape. The study assesses the extent to which the proposed development can be accommodated without unacceptable visual impact and identifies visual indicators to guide the design response.

The assessment was undertaken in accordance with established Visual Impact Assessment practice and is consistent with the principles set out in the CSIR *Guidelines for Involving Visual and Aesthetic Specialists in EIA Processes (2006)*.

Receiving Environment

The site occupies a visually prominent position between the residential neighbourhood of Three Anchor Bay, the Main Road mixed-use corridor, and the open landscape of the Green Point Common. The receiving environment is characterised by a layered mountain–city–ocean landscape structure; the open civic landscape of the Green Point Common; a fine-grained urban morphology; visual permeability between neighbourhood and coast; and a varied but coherent skyline.

The overall visual sensitivity of the receiving environment is assessed as **Moderate–High**, with highest sensitivity occurring along visual corridors; the Green Point Common; and residential viewpoints.

Key Visual Indicators

The following visual indicators guided the assessment and design response: retention of visual corridors aligned with St Bede's Road, Hill Road, Clyde Road and Wigtown Road; integration with the surrounding urban fabric; articulated building massing; maintenance of pedestrian scale along Main Road; framing of the Green Point Common; and maintenance of a coherent skyline.

Building Height Strategy

The assessment supports a **graduated height strategy** responding to the varying visual sensitivities across the site. Building heights should generally: remain within a range of approximately **30–45 metres along Main Road and the Green Point Common**, reflecting the established scale of development framing the Common; and may reach up to approximately **45 metres along the Helen Suzman Boulevard frontage**, where visual sensitivity is lower and where development assists in mediating the scale of the transport infrastructure.

Controlled height variation is considered visually preferable to a uniform building datum and is consistent with the varied skyline characteristic of the surrounding area.

Assessment Findings

The architectural massing model for the broader redevelopment precinct demonstrates a generally strong response to the visual indicators identified during the scoping phase. In particular, the proposal retains the identified visual corridors; reflects the scale and grain of surrounding development; maintains a permeable urban structure; frames the Green Point Common; avoids excessive continuous bulk; and contributes to a coherent skyline composition.

However, subsequent concept refinement associated with the retained civic node (Civic Node Precinct), including potential vertical additions to the existing library / civic building ensemble, introduces an additional and materially more sensitive visual assessment consideration. Unlike the broader redevelopment precinct, these interventions involve direct interface with retained civic heritage fabric and therefore require a higher degree of architectural restraint and visual sensitivity.

Visual Impact

The viewpoint-based assessment indicates that residual visual impacts associated with the broader redevelopment precinct remain generally acceptable, subject to implementation of the visual indicators and mitigation measures set out in this report. Residual impacts are assessed as:

- Low–Medium for visual corridors
- Medium–Low for Green Point Common views
- Low for skyline views
- Neutral to positive for streetscape views

Overall residual visual impact associated with the broader precinct redevelopment is therefore assessed as: **LOW to MEDIUM–LOW (ACCEPTABLE)**

Conclusion

The broader redevelopment proposal represents a contextually responsive form of urban intensification within an established metropolitan landscape and can be accommodated without unacceptable visual impact. However, interventions involving vertical additions to the retained civic / library ensemble require materially greater caution. Such interventions may only be visually supportable where:

- retained civic buildings remain visually primary;
- additional bulk is clearly subordinate and recessive;
- rooftop accretion is avoided;
- architectural integration is highly resolved;
- spatial openness and civic legibility are preserved.

Visual acceptability of civic node intervention is therefore contingent upon detailed architectural refinement and further specialist review.

Note on interpretation:
*Significance ratings reflect the **degree of visual change** based on sensitivity and magnitude and are not inherently positive or negative. The **nature of impact** (beneficial, neutral or adverse) is identified separately based on whether the development enhances or detracts from the visual environment.*

1. INTRODUCTION

1.1 Background

The City of Cape Town is investigating the redevelopment potential of **Erf 2187, Green Point**, located within the Three Anchor Bay precinct on the Atlantic Seaboard. The site forms part of the historic Green Point Common and occupies a strategically located parcel of land between Main Road and Helen Suzman Boulevard. The property currently accommodates a range of institutional and recreational uses including the Colin Eglin Library, Sea Point Civic Centre, former bowling greens and associated structures. The city is considering redevelopment of the site as part of a broader land packaging and development rights acquisition process intended to unlock the development potential of strategically located public land.

A specialist team has been appointed to investigate development opportunities and to prepare the necessary statutory applications. This includes the preparation of a Heritage Impact Assessment (HIA), of which this Visual Impact Assessment (VIA) forms a component. The VIA addresses the potential visual implications of redevelopment within a **highly visible urban coastal setting**, where the site forms an important interface between the residential fabric of Three Anchor Bay, the Green Point Common, and the Atlantic coastal edge. The assessment considers the site within the context of the surrounding **urban cultural landscape**, recognising that visual and scenic qualities form an important component of the heritage significance of the Green Point Common and the Atlantic Seaboard.

1.2 Purpose of the Visual Impact Assessment

The purpose of this Visual Impact Assessment is to evaluate the potential visual impacts associated with redevelopment of Erf 2187 and to determine whether the proposed development can be accommodated within the receiving environment without unacceptable visual impact. The VIA has been undertaken as part of the Heritage Impact Assessment process in terms of **Section 38 of the National Heritage Resources Act (Act 25 of 1999)** and addresses the visual heritage resources associated with the site and its context.

The VIA specifically seeks to: describe the visual characteristics of the receiving environment; identify visual resources and visual receptors; establish visual indicators to guide planning and design response; assess the visual effects of the proposed development; evaluate the significance of anticipated impacts; and recommend mitigation measures where required.

The assessment follows a structured analytical pathway. The report first establishes the receiving visual environment and landscape character of the site and its surroundings. This baseline analysis informs the identification of visual indicators and corridor relationships that structure the assessment. The proposed development envelope is then evaluated through viewpoint analysis and visual impact assessment, leading to conclusions regarding visual acceptability and recommended conditions for implementation.

The VIA therefore serves as a **decision-support tool** to inform the competent authority and heritage authorities in determining whether the proposed development is visually acceptable. The assessment assumes development at the upper limit of the proposed envelope and therefore represents a conservative, worst-case visual scenario.

1.3 Terms of Reference

David Gibbs was appointed as **independent visual specialist** to undertake the Visual Impact Assessment for the proposed development. The scope of work includes analysis of the receiving visual environment; identification of visual corridors and visual resources; review of the architectural development concept and massing model; preparation of visual indicators for planning and design response; preparation and review of visual simulations; assessment of visual impacts; and formulation of mitigation measures and recommendations. The VIA forms part of the broader Heritage Impact Assessment and is intended to inform both heritage decision-making and urban design development.

1.4 Location

Erf 2187 is situated in Three Anchor Bay on the Atlantic Seaboard of Cape Town. The site lies between **Main Road to the south and Helen Suzman Boulevard to the north**, with Three Anchor Bay Road forming the western boundary. The Green Point Common and associated recreational facilities are located immediately north of Helen Suzman Boulevard, while the residential neighbourhood of Three Anchor Bay extends upslope to the south toward High Level Road. The site occupies an important transitional position between the metropolitan landscape of the Green Point Common; the coastal edge and promenade; the Main Road mixed-use corridor; and the established residential fabric of Three Anchor Bay.

Due to its location on relatively level terrain within a gently sloping urban landscape, the site is visible from a wide range of viewpoints including surrounding residential streets; the Green Point Common; the Sea Point promenade; Helen Suzman Boulevard; and elevated slopes of Signal Hill. The site therefore lies within a **highly exposed visual environment**.

1.5 Description of Proposed Development

The proposed development comprises a mixed-use urban precinct including residential, commercial and community use organised within a series of building clusters and public spaces. The development concept has been informed by urban design studies and heritage indicators and seeks to integrate the site into the surrounding urban fabric while maintaining visual permeability and public accessibility. The development proposal incorporates the retention and integration of key civic facilities within the overall precinct framework. Key components of the proposal include multiple building clusters arranged around landscaped open spaces; a network of pedestrian routes connecting Main Road with the Green Point Common and promenade; retention of key visual corridors aligned with surrounding streets; active mixed-use frontage along Main Road; landscaped edges facing the Green Point Common; and variation in building height to respond to the surrounding context.

The proposal includes a range of building heights reflecting the hierarchy of spaces across the site. Generally lower and medium-rise buildings are proposed along Main Road and adjacent residential areas, with taller elements located toward the boulevard edge and at selected corner conditions. The development concept is illustrated by a three-dimensional massing model prepared by the project architects and supplied in digital format for review by the visual specialist.

In addition to the broader mixed-use redevelopment framework, revised concept testing has explored development intervention within the retained civic node (Civic Node Precinct), including potential vertical additions associated with the existing library / civic building cluster. These involve varying degrees of intervention above retained heritage fabric and therefore introduce additional visual and heritage-sensitive considerations requiring additional visual consideration and further specialist review where detailed architectural proposals emerge.

The proposal assessed in this report represents the preferred development concept available at the time of assessment. Detailed architectural design, materiality and building articulation remain subject to future refinement.

2. METHODOLOGY

2.1 Introduction

This Visual Impact Assessment (VIA) has been undertaken to evaluate the potential visual effects associated with the proposed development at Three Anchor Bay. The assessment has been prepared in accordance with established Visual Impact Assessment practice and reflects the principles set out in: CSIR Guidelines for Involving Visual and Aesthetic Specialists in EIA Processes (2006); relevant heritage impact assessment practice; and accepted professional landscape assessment methods. The methodology is based on a structured process that combines analysis of the receiving visual environment; identification of visual resources and receptors; definition of visual indicators; evaluation of the design response; and assessment of visual impacts. The assessment is based on professional site inspection, spatial analysis and review of the architectural massing model. The extent of the study area was informed by an indicative Zone of Visual Influence (ZVI) derived from site inspection and spatial analysis.

2.2 Assessment Process

The Visual Impact Assessment was undertaken in the following stages:

- **Stage 1 – Baseline Analysis:** The receiving visual environment was analysed through site inspections; photographic documentation; review of aerial imagery; analysis of topography; and assessment of surrounding urban form. This stage established the visual baseline described in Section 4.
- **Stage 2 – Landscape Character Analysis:** Landscape character analysis was undertaken to identify the defining visual characteristics of the Three Anchor Bay environment. The analysis considered spatial structure; urban morphology; landscape structure; movement patterns; and sense-of-place attributes. This analysis is presented in Section 6.
- **Stage 3 – Identification of Visual Indicators:** Key visual indicators were identified to guide the design response. These indicators include retention of visual corridors; relationship to the Green Point Common; integration with surrounding urban fabric; skyline composition; and pedestrian scale. The indicators are described in Section 5.
- **Stage 4 – Viewpoint Selection:** Representative viewpoints were selected to capture the range of visual experiences associated with the site. Viewpoints were selected based on public accessibility; visual sensitivity; degree of exposure; representation of key visual resources; and relevance to heritage-related visual relationships. Viewpoints correspond with locations contained in the project KMZ model. The viewpoint register is provided in **Annexure B**.
- **Stage 5 – Design Review:** The architectural model was reviewed in order to assess the degree to which the proposed development responds to the visual indicators identified during the scoping phase. The review considered building heights; massing; corridor retention; skyline composition; and relationship to the Green Point Common. This evaluation is presented in Section 7.
- **Stage 6 – Visual Simulation Review:** Visual simulations were prepared to illustrate the appearance of the development from representative viewpoints. Simulations were used to verify massing relationships; test corridor performance; evaluate skyline impacts; and support the impact assessment. Simulation methodology is described in Section 7 and Annexure D.
- **Stage 7 – Impact Assessment:** Visual impacts were assessed through comparison between the existing visual environment; and the proposed development. Impacts were assessed in terms of visual exposure; magnitude of change; receptor sensitivity; and impact significance. The detailed assessment is presented in Section 9.

2.3 Definition of Key Terms

The following terms are used in this assessment:

Viewpoint: A geographically fixed location from which visual assessment or simulation is undertaken.
Visual Receptor: An individual or group likely to experience visual effects.
Sensitivity: The degree to which receptors can accommodate visual change without adverse effect.
Magnitude of Change: The degree of visual change, considering scale, contrast and visibility.
Significance: The combined outcome of magnitude and sensitivity representing the importance of impact.
Mitigation: Measures implemented to avoid or reduce adverse visual impacts.
Residual Impact: The visual impact remaining after mitigation measures have been implemented.

2.4 Sensitivity Assessment

Sensitivity reflects the importance of a visual receptor and its ability to accommodate change. Sensitivity was assessed based on type of receptor; duration of view; visual expectations; importance of visual resource; and heritage context. Sensitivity levels were defined as follows:

- **High Sensitivity** includes Green Point Common; visual corridors; residential streets; promenade viewpoints. These areas have strong visual expectations and limited capacity for change.
- **Moderate Sensitivit**y includes Main Road corridor; mixed-use areas; interior portions of the site. These areas can accommodate moderate change.
- **Lower Sensitivity** includes Helen Suzman Boulevard; infrastructure-dominated areas; transient viewpoints. These areas have greater capacity for change.

2.5 Magnitude of Change

Magnitude reflects the degree of visual change introduced by the proposed development. Magnitude was assessed based on scale of development; degree of visibility; contrast with surroundings; extent of view affected; and distance from receptors. Magnitude levels were defined as follows:

- **High Magnitude** :Major alteration of visual conditions, substantial change to landscape character.
- **Medium Magnitude:** Noticeable change that alters visual conditions but does not dominate
- **Low Magnitude: Minor** change that does not materially alter visual character.
- **Negligible Magnitude:** Barely perceptible change.

2.6 Impact Significance

Impact significance is determined by combining receptor sensitivity, and magnitude of change.

Table 2.1 – Significance Matrix

Sensitivity	High Mag	Medium Mag	Low Mag
High	High	Medium–High	Medium
Moderate	Medium–High	Medium	Low
Low	Medium	Low	Negligible

This approach is consistent with CSIR Visual Impact Assessment practice.

Visual impacts are described in terms of both **significance** and **nature of impact**, which represent two distinct but complementary aspects of the assessment.

Impact significance (Low to High) is derived from the combination of **receptor sensitivity** and **magnitude of visual change**. These ratings indicate the **degree of visual change experienced by a receptor**, particularly in high-sensitivity environments, and do not in themselves denote whether an impact is positive or negative.

The **nature of impact** describes the **qualitative outcome** of that change and is identified as **beneficial (positive), neutral, or adverse (negative)**. This is based on whether the development enhances or detracts from visual quality, spatial structure, and landscape character.

It is therefore possible for a development to result in a **high level of visual change (high significance)** while producing a **beneficial visual outcome**, particularly where it improves spatial definition, urban coherence, or landscape integration.

2.7 Limitations and Assumptions

This assessment is based on site inspections; available spatial data; the architectural massing model; and available visual simulations. The assessment assumes that the development will be constructed substantially in accordance with the submitted development envelope. Minor variations during detailed design are not expected to materially affect the conclusions of this report.

2.8 Statement of specialist Practice

This Visual Impact Assessment has been undertaken in accordance with accepted specialist practice for landscape and visual assessment. The assessment reflects the informed judgement of the visual specialist based on site inspection; spatial analysis; and experience in visual impact assessment.

3. THE PROPOSED DEVELOPMENT

3.1 Site Description

Planning context: The draft development concept forms part of a municipal land packaging and development rights process for Erf 2187. The proposal comprises an integrated mixed-use redevelopment framework for Erf 2187, incorporating retained civic and community facilities, public open space, and a range of residential, commercial and community-supporting land uses within a unified development precinct. The development is anticipated to accommodate a high-intensity mixed-use programme under a General Business zoning framework, with a potential floor space of approximately 120 000 m^2.

The concept establishes an indicative development envelope with building heights generally between 30 m and 45 m depending on location and urban design response. The site contains a range of existing structures and uses including the Colin Eglin Library and Sea Point Civic Centre; former bowling greens and associated club buildings; recreational facilities; parking areas; service buildings; and mature trees and landscape elements.

The site is bisected by internal access routes and includes both developed and open areas. The former bowling greens occupy a significant portion of the site and are currently under-utilised. The site is relatively level and lies between the more elevated residential areas to the south and the open landscape of the Green Point Common to the north.

3.2 Development Concept

The proposed development is organised as a **clustered urban precinct** structured around a series of buildings separated by public spaces and visual corridors. The development concept seeks to: integrate the site into the surrounding urban fabric; maintain visual permeability between neighbourhood and coast; reinforce the spatial structure of the Green Point Common; establish active urban edges along Main Road; and mitigate the visual dominance of Helen Suzman Boulevard. The architectural concept incorporates articulated building forms; fragmented massing; variation in building height; landscaped open spaces; and a network of pedestrian routes. The development is structured around a number of building blocks which vary in height and footprint, allowing the proposal to read as a **series of related buildings rather than a single continuous structure**. This approach reflects the incremental grain of the surrounding urban environment.

3.3 Development Envelope

The development envelope allows for a range of building heights across the site. The height strategy broadly includes lower and medium-rise buildings along Main Road; transitional heights toward the interior of the site; selected taller elements at corners and threshold conditions; and increased height toward the Helen Suzman Boulevard edge where visual sensitivity is lower. The development envelope has been structured to respect surrounding residential areas; maintain the spatial primacy of the Green Point Common; retain visual corridors; and avoid excessive visual enclosure. The envelope therefore represents a **contextually responsive height strategy** rather than a uniform development datum.

3.4 Height Variation Strategy

The proposal incorporates a degree of controlled height variation across the site. From a visual perspective, height variation assists in reducing perceived bulk; improving skyline composition; reinforcing spatial hierarchy; and framing important views. A single tower element is proposed as a distinctive architectural feature. The tower is rotated relative to the main building axes in order to optimise views and reduce direct visual alignment with surrounding streets. The tower element functions as a **visual marker within the development**, providing identity without establishing a repetitive or dominant typology. Height variation is concentrated at selected locations including corner conditions; threshold points; boulevard interfaces; and view-framing locations. Across the remainder of the site, building heights generally reflect the scale of the existing Main Road frontage; and the buildings currently framing the Green Point Common.

3.5 Alternatives Considered

The architectural massing model assessed in this VIA represents the preferred development concept prepared by the project team. No alternative development layouts or design schemes were provided for specialist assessment. The VIA therefore assesses the visual implications of the preferred development concept and the no-go alternative only. References to the maximum development envelope and corridor-compliant development describe the planning and urban design parameters that informed the preferred concept rather than separate alternatives assessed through this study.

- **Maximum Development Envelope (Assessment Scenario)**
  The maximum envelope represents the upper limits of development potential permitted by planning parameters. This scenario represents a worst-case visual outcome against which mitigation measures can be assessed.

- **Corridor-Compliant Development (Urban Design Parameter)**
  This scenario represents development structured around the mandated visual corridors and landscape indicators. This forms the basis of the preferred design approach.

- **Preferred Development Concept**
  The preferred concept reflects the architectural massing model reviewed as part of this assessment and incorporates mitigation measures identified during the VIA process.

- **No-Go Alternative**
  The No-Go Alternative assumes that the site remains substantially in its current condition, with existing land uses, buildings, hard-surfaced areas and landscape elements retained.

  From a visual perspective, this option would avoid the introduction of new built form and would therefore retain existing views currently enjoyed from surrounding residential properties and public spaces. The no-go alternative would also avoid any potential visual impacts associated with increased building height, changes to skyline composition, or alteration of the existing urban edge.

However, the no-go alternative would not address the current fragmented and underutilised condition of the site. The former bowling greens have largely lost their original function and visual quality, with portions either hardened, degraded or visually neglected. The site currently presents a discontinuous and poorly defined interface between the surrounding neighbourhood, Helen Suzman Boulevard and the Green Point Common. Surface parking areas, dispersed structures and residual open spaces contribute to a visually weak urban edge and limited sense of place.

While the no-go alternative would retain existing views, it would also perpetuate the current visual condition of the site and would not realise opportunities for landscape renewal, improved public realm integration, enhanced spatial definition, or a more coherent relationship with the Green Point Common.

The no-go alternative is therefore considered visually neutral in that it avoids development-related visual change but does not address the existing visual shortcomings of the site.

The existing condition of fragmented land uses, surface parking and dispersed structures currently produces a weak and poorly defined urban edge to the Green Point Common. The proposed development therefore has the potential to improve the spatial definition and visual coherence of this portion of the Common interface.

The architectural massing model evaluated in this Visual Impact Assessment forms part of a broader urban design framework prepared for the site. The urban design study establishes the spatial structure of the development, including block layout, street alignments, visual corridors and public realm relationships. The architectural massing envelope assessed in this report should therefore be understood as an expression of this urban structure rather than as a fixed architectural design.

3.6 Civic Node Development Refinement

Subsequent concept refinement has explored potential development integration within the retained Civic Node Precinct, including conceptual vertical additions associated with the existing library and civic building ensemble. The VIA therefore considers the visual implications of such intervention in principle, recognising that any future detailed proposal would require additional architectural resolution and specialist review.

Accordingly, this VIA includes additional consideration of the visual implications of such intervention, including effects on:

- civic building legibility;
- skyline composition;
- perceived visual dominance;
- spatial openness of the civic node;
- and architectural compatibility between retained heritage fabric and new built form.

4. RECEIVING ENVIRONMENT

4.1 Introduction

This section considers regional visual context; local townscape context; landscape character; visual resources; visual receptors; and visual sensitivity; and describes the **receiving visual environment** within which the proposed Three Anchor Bay development will be situated. The analysis establishes the visual baseline against which the potential impacts of the proposed development are assessed. The site contains a civic cluster including the Sea Point Public Library, Civic Hall and associated community facilities. Heritage investigations have identified these buildings as potential Grade IIIA heritage resources and the development concepts propose their retention and integration within the future mixed-use precinct. The civic cluster therefore forms an important component of the existing landscape character and contributes to the visual identity of the site.

The civic cluster is not merely a retained built element, but a visually legible civic ensemble contributing to the identity, openness and compositional clarity of this part of the site. Its architectural form, roofscape, and relationship to surrounding open space contribute materially to the character of the receiving environment.

Any vertical intervention associated with this ensemble must therefore be assessed not only in terms of architectural compatibility, but in relation to its effect on civic hierarchy, visual legibility, spatial openness, and the broader townscape composition.

The receiving environment is defined by the interaction between the coastal setting of the Atlantic Seaboard; the urban fabric of Three Anchor Bay; the civic landscape of the Green Point Common; and the surrounding movement infrastructure. The site occupies a highly visible position within a **layered urban coastal landscape**, where views between the neighbourhood and the sea form an important component of place identity.

Figure 1: Regional context: Subject site shown in red. Source: GEP

Figure 2: Sub-regional context. Subject site shown in red. Source. Source: GEP

Figure 3: local context. Subject site marked in red. Source: GEP

4.2 Regional Visual Context

4.2.1 Atlantic Seaboard Landscape

The site forms part of Cape Town's Atlantic Seaboard, a continuous urban coastal strip extending from Mouille Point through Sea Point to Camps Bay. This landscape is characterised by the Atlantic Ocean forming the northern and western foreground; Signal Hill and Lion's Head forming the immediate mountain backdrop; Table Mountain and Devil's Peak forming the distant backdrop; a narrow band of dense coastal development; and a strong recreational coastal edge. The relationship between **mountain, city and ocean** is a defining visual characteristic of this landscape and contributes to its high scenic value. Views across the Green Point Common toward Signal Hill and Lion's Head form an important component of this visual structure.

4.2.2 Green Point Common

The Green Point Common is one of the largest and most historically significant open landscapes within the Cape Town urban area. The Common functions as a metropolitan recreational resource; a civic landscape; a foreground to mountain views; and a spatial counterpoint to surrounding urban development. The Common is visually characterised by: large areas of open grassland; sports fields; scattered tree planting; low structures; and long uninterrupted views. The Common provides a strong sense of **spatial openness**, which contrasts with the surrounding urban density. Development on the subject site will be perceived in direct relationship with this open landscape and must therefore respect the spatial primacy of the Common.

The visual openness of the Common and the relationship between the surrounding urban edge and the open landscape form an important component of the cultural landscape significance of the area. Development on the subject site must therefore reinforce the spatial definition of the Common while ensuring that the open landscape remains the dominant visual element.

4.2.3 Coastal Edge and Promenade

The Sea Point promenade forms a major recreational route extending along the Atlantic coastline. The promenade provides elevated views toward the site; long lateral views along the coastline; views toward Signal Hill and Lion's Head; and views across the Green Point Common. The promenade represents a major public visual receptor environment with high visual sensitivity.

4.3 Local Townscape Context

4.3.1 Three Anchor Bay Urban Fabric

The surrounding urban fabric is characterised by medium-density residential development; apartment buildings of varying ages; mixed-use development along Main Road; narrow erven; incremental development patterns; and a well-defined street network. The urban fabric generally steps up the slope from Main Road toward High-Level Road, creating a terraced urban form. This pattern allows intermittent views toward the ocean and contributes to the visual permeability of the neighbourhood.

4.3.2 Main Road Corridor

Main Road forms the primary urban edge to the site. The corridor is characterised by mixed-use development; continuous street frontage; active ground floors; mid-rise buildings; and strong pedestrian activity. Building heights along Main Road establish a consistent urban scale that forms an important reference for the proposed development.

4.3.3 Helen Suzman Boulevard

Helen Suzman Boulevard forms the northern boundary of the site and represents a major transport corridor linking the city centre to the Atlantic Seaboard. The boulevard is visually characterised by wide carriageways; traffic infrastructure; limited pedestrian activity; and open views toward the Common. The boulevard creates a strong infrastructural edge which contrasts with the finer grain of the surrounding neighbourhood. From a visual perspective the boulevard represents a **lower sensitivity environment**, although development along this edge remains visible from the Common and promenade.

4.4 Landscape Character

The landscape character of the area is described in detail in **Section 6 – Landscape Character Analysis**. In summary, the area is characterised by a layered mountain–city–ocean structure; a fine-grained urban morphology; strong visual relationships between neighbourhood and coast; the open landscape of the Green Point Common; and a varied skyline profile. The site forms a transitional zone between the structured urban fabric and the open landscape of the Common.

4.5 Visual Resources

Visual resources are those elements of the environment that contribute to visual amenity and landscape character.

4.5.1 Public Open Space

The Green Point Common represents the most significant visual resource within the study area. The Common provides uninterrupted views; visual relief from urban density; foreground to mountain views; and a strong sense of openness.

4.5.2 Visual Corridors

Visual permeability from High Level Road toward the coast is an important attribute of the Three Anchor Bay landscape. Four principal view alignments have been identified: St Bede's Road, Hill Road, Clyde Road, Wigtown Road. These corridors reinforce the legibility of the urban structure and allow visual connections between neighbourhood and coast. Retention of these corridors is fundamental to maintaining the visual character of the area.

4.5.3 Mountain Backdrop

Views toward Signal Hill and Lion's Head form a dominant visual component. The mountain backdrop provides orientation; scenic value; and visual enclosure. Development which interrupts the skyline relationship would be visually intrusive.

4.5.4 Tree Resources

Mature trees within the Green Point Common and along surrounding streets contribute significantly to visual character. Tree planting softens built form; structures public space; and contributes to sense of place. Protection of significant trees, including those associated with the Fan Walk landscape, is an important visual consideration.

4.6 Visual Receptors

Visual receptors are the individuals or groups likely to experience visual effects.

4.6.1 Residents

Residents represent high-sensitivity receptors due to prolonged exposure; expectations of visual quality; and proximity to the site. Key residential receptors include Main Road, St Bede's Road, Hill Road, Clyde Road, Wigtown Road, and High-Level Road.

4.6.2 Users of the Green Point Common

Users of the Common include pedestrians; sports users; recreational visitors; and event participants. These receptors experience wide-angle views and are highly sensitive to visual change.

4.6.3 Promenade Users

Promenade users include walkers; runners; cyclists; and tourists. These receptors experience sequential views and represent a highly sensitive group.

4.6.4 Road Users

Road users include motorists along Helen Suzman Boulevard; public transport users; and cyclists. These receptors experience short-duration views and represent a lower sensitivity group.

4.7 Visual Sensitivity

4.7.1 High Sensitivity Areas

High sensitivity areas include the Green Point Common; the promenade; residential streets aligned with corridors; elevated viewpoints on Signal Hill.

4.7.2 Moderate Sensitivity Areas

Moderate sensitivity areas include Main Road frontage; interior portions of the site; surrounding mixed-use areas.

4.7.3 Lower Sensitivity Areas

Lower sensitivity areas include Helen Suzman Boulevard; infrastructure-dominated areas; areas with limited public access.

4.8 Summary of Receiving Environment

The receiving environment is characterised by a **highly visible urban coastal setting** in which visual permeability, relationship to the Green Point Common, and mountain backdrop views are defining attributes. The site occupies a transitional position between dense urban fabric and open civic landscape, resulting in **medium–high visual sensitivity** overall. Development on the site must therefore be carefully structured to maintain visual corridors; respect the Common; reflect surrounding scale; and integrate with the existing urban fabric.

The analysis of the receiving environment highlights the importance of visual permeability and spatial connections between the surrounding neighbourhoods, the Green Point Common, and the coastal landscape. These connections are expressed most clearly through a series of visual corridors aligned with the existing street structure. The identification and assessment of these corridors therefore form the next stage of the analysis and provide the primary spatial framework for evaluating the development proposal.

5. VIEWPOINTS & VISUAL CORRIDORS

5.1 Introduction

This section identifies the **key viewpoints and visual corridors** that define the visual structure of the Three Anchor Bay site and its surrounding environment. These elements form the primary basis for the visual impact assessment and establish the framework against which the proposed development is evaluated. The viewpoints and corridors were identified through site inspection; analysis of the surrounding urban structure; review of the architectural massing model; examination of the project KMZ model; and assessment of visual receptors within the study area.

The analysis recognises that the visual character of Three Anchor Bay is strongly influenced by **visual permeability between the neighbourhood and the coast**, as well as the spatial relationship between the built environment and the Green Point Common. The corridor and viewpoint framework established in this section forms the primary analytical structure for the remainder of the assessment. The design response presented in Section 7 and the detailed impact evaluation in Section 9 are both tested against the corridor relationships and visual indicators defined here.

5.2 Visual Setting

5.2.1 Urban Coastal Structure

The site forms part of a layered urban coastal structure comprising the mountain backdrop of Signal Hill and Lion's Head; the residential terraces of Three Anchor Bay; the Main Road mixed-use corridor; the Green Point Common; and the Atlantic Ocean. This layered structure produces a sequence of views in which the site forms part of the **middle-ground urban fabric**, visible against both mountain and ocean backdrops. Development on the site must therefore respond to both **foreground and skyline conditions**.

5.2.2 Visual Permeability

Visual permeability through the urban fabric is a defining characteristic of Three Anchor Bay. The street network descending from High Level Road allows intermittent views toward the coast and contributes to the legibility of the neighbourhood. These view alignments represent an important component of the visual structure of the area and provide a basis for the visual corridor framework described below.

5.3 Visual Corridors

5.3.1 Overview

Four principal visual corridors have been identified as fundamental components of the Three Anchor Bay visual structure. These corridors align with existing street axes descending from High Level Road toward the site, the Green Point Common and the coastal edge. The corridors serve to maintain visual permeability between neighbourhood and coast; reinforce the legibility of the urban grid; reduce perceived bulk of development; and maintain a sense of spatial openness.

5.3.2 Identified Corridors

The following alignments have been identified as four primary visual corridors:

- **St Bede's Road Corridor:** This corridor provides views from the residential neighbourhood toward the site and the Common. The alignment represents an important visual connection between neighbourhood and open space.
- **Hill Road Corridor:** This corridor provides a direct visual alignment toward the Common and contributes to the spatial rhythm of the urban fabric.
- **Clyde Road Corridor:** This corridor provides views across the site toward the Common and reinforces the incremental street pattern.
- **Wigtown Road Corridor :**This corridor provides a visual connection between residential areas and the Common and contributes to the overall permeability of the urban structure.

5.3.3 Corridor Performance Requirements

In order to maintain visual permeability, the following requirements apply: Minimum **10 metre clear visual width** across the site visual corridors; no continuous built form crossing corridors; no solid podium structures, no tall screening vegetation, corridors to remain visually legible within the site layout. The corridors need not function as vehicular routes but must remain as **discernible visual openings aligned with the surrounding urban structure**. The purpose of these corridors is to maintain visual permeability through the urban fabric rather than to create uninterrupted long-distance views. Development may therefore frame corridor views provided that the visual connection between neighbourhood and the Green Point Common remains legible.

5.4 Viewpoint Selection

5.4.1 Approach

Representative viewpoints were selected to capture the range of visual experiences associated with the site and to represent the principal visual receptors. Viewpoints were identified based on, public accessibility; frequency of use; visual sensitivity; degree of exposure; and relevance to heritage-related visual resources. The viewpoints correspond with placemarks contained in the project KMZ model and form the basis for visual simulations.

5.5 Viewpoint Schedule

Table 5.1 – Representative Viewpoints

VP	Location	Receptor Type	Key Issue
VP1	St Bede’s Road alignment	Residents	Corridor integrity
VP2	Hill Road alignment	Residents	Massing and permeability
VP3	Clyde Road alignment	Residents	Relationship to Common
VP4	Wigtown Road alignment	Residents	Corridor framing
VP5	Main Road frontage	Pedestrians	Streetscape scale
VP6	Green Point Common	Park users	Edge definition
VP7	Helen Suzman Boulevard	Motorists	Infrastructure interface
VP8	Promenade	Recreational users	Skyline
VP9	High Level Road	Elevated receptors	Overall composition
VP10	Signal Hill slopes	Distant receptors	Skyline impact

Coordinates and camera positions are provided in **Annexure B – Viewpoint Register**.

5.6 Key View Types

5.6.1 Corridor Views

Corridor views represent the most sensitive view type because they maintain neighbourhood–coast connections; structure the urban grain; provide orientation; and reinforce landscape character. Retention of corridor views is therefore a primary requirement.

5.6.2 Common Views

Views from the Green Point Common represent wide-angle public views in which the site forms part of the urban edge. These views are sensitive to excessive height; continuous building walls; loss of openness. Development must therefore frame rather than dominate the Common.

5.6.3 Streetscape Views

Streetscape views occur primarily along Main Road. These views are influenced by building height; street enclosure; façade articulation; ground floor activity. The prevailing Main Road scale provides an important reference.

5.6.4 Distant Views

Distant views occur from Signal Hill; the promenade; and elevated streets. In these views the site contributes to the overall skyline composition.

5.7 Visual Indicators for Design Response

The following visual indicators have guided the development concept and form the basis for impact assessment.

5.7.1 Urban Integration:

Development must reflect the incremental grain of Three Anchor Bay; avoid monolithic building forms; maintain articulated massing; integrate with surrounding scale.

5.7.2 Height Strategy

Building heights should generally reflect the scale of Main Road; respond to the buildings framing the Green Point Common; step down toward residential areas; allow selective height variation at corners and thresholds. Building height is therefore identified as a key visual indicator requiring careful management within the development envelope. The manner in which this indicator is implemented through architectural massing is examined in Section 7.

5.7.3 Corridor Protection

Development must retain all four visual corridors; maintain minimum corridor widths; frame rather than block views; maintain visual permeability.

5.7.4 Relationship to the Common

Development must maintain the spatial primacy of the Common; provide landscaped edges; avoid continuous building walls; maintain openness.

5.7.5 Skyline Composition

Development must maintain a coherent skyline; avoid excessive height; avoid cluttered rooflines; integrate taller elements selectively. The manner in which these height indicators are implemented through the architectural massing model is examined further in Section 7.

5.7.6 Civic Heritage Integration

Where development interfaces directly with retained civic or heritage buildings, the following visual indicators apply:

- **Retention of visual primacy:** Retained civic buildings must remain visually legible as primary heritage elements, rather than being visually subordinated by new additions.
- **Recessive architectural expression:** Additional bulk above retained heritage structures should read as visually recessive, lightweight, understated, and subordinate to the host structure.
- **Setback and separation:** Where feasible, additional floors should be materially setback from principal façades and roof edges to reduce visual dominance and preserve the original architectural reading.
- **Avoidance of rooftop accretion:** Interventions should avoid reading as arbitrary or heavy rooftop additions.
- **Preservation of spatial clarity:** Development should not compromise the legibility or openness of civic forecourts, public gathering spaces, or key spatial relationships between civic buildings.
- **Architectural compatibility:** Compatibility does not require mimicry, but requires coherent proportional, material, and compositional dialogue.
- **Sensitive precedent selection:** Comparable precedent should be drawn from interventions where contemporary additions are demonstrably recessive and spatially integrated, rather than visually dominant or formally alien.
- **Protection of significant interiors / roof volumes:** Where architecturally significant internal volumes or roof forms exist, interventions requiring structural compromise should be approached with caution.

Building Height Strategy

The visual analysis indicates that building heights across the site should be structured in response to the varying visual sensitivities of the surrounding environment.

The most visually sensitive edges of the site occur along **Main Road and the Green Point Common**, where development is experienced at pedestrian scale and forms part of the established urban edge defining the Common. Along these edges, building heights should remain broadly consistent with the prevailing scale of development framing the Common and the Main Road corridor.

It is therefore recommended that building heights along the **Main Road frontage should generally remain below approximately 45 metres**, with typical building heights falling within the range of **approximately 30 to 45 metres**. Controlled variation within this range is considered desirable, as it contributes to skyline articulation and reflects the varied height pattern characteristic of the surrounding urban fabric.

Greater building heights may be accommodated along the **Helen Suzman Boulevard frontage**, where visual sensitivity is lower and where larger-scale development assists in mediating the scale of the transport infrastructure. Building heights of up to approximately **45 metres** are considered visually appropriate along this edge, provided that building massing remains articulated and visually permeable.

Selective height variation may be appropriate at corner conditions; spatial thresholds; visual corridor edges; and locations where buildings frame views toward the Green Point Common. However, excessive or uniform height increases across the site would risk creating a visually dominant urban edge and should be avoided.

Overall, a **graduated height strategy**, with generally lower buildings along Main Road and the Common and somewhat greater height potential along Helen Suzman Boulevard, is considered to provide the most visually appropriate response to the receiving environment.

The height ranges referenced in this assessment represent approximate envelope thresholds derived from the architectural massing model and are intended to guide visual performance rather than prescribe absolute planning controls.

5.8 Summary

The viewpoint and corridor framework establishes the **visual structure** within which development of the site must occur. The corridors and viewpoints represent the primary visual resources against which impacts are assessed in Section 9. Retention of corridor permeability and a contextually responsive height strategy are fundamental to achieving acceptable visual outcomes.

Figure 4: Three Anchor Bay - Urban Fabric. Source: GEP

Figure 5: Three Anchor Bay with architects' model inserted. Source: GEP & ACG

Figure 6: Green Point Common. Source: GEP

Figure 7: Green Point Common with architects' model inserted: Source: GEP & ACG

Figure 8: Ocean view towards Signal Hill. Source: GEP

Figure 9: Ocean view with architect's model inserted. Source: GEP

Figure 10: Aerial view showing urban grain. Source: GEP

Figure 11: Aerial view with architect's model inserted. Source: GEP & ACG

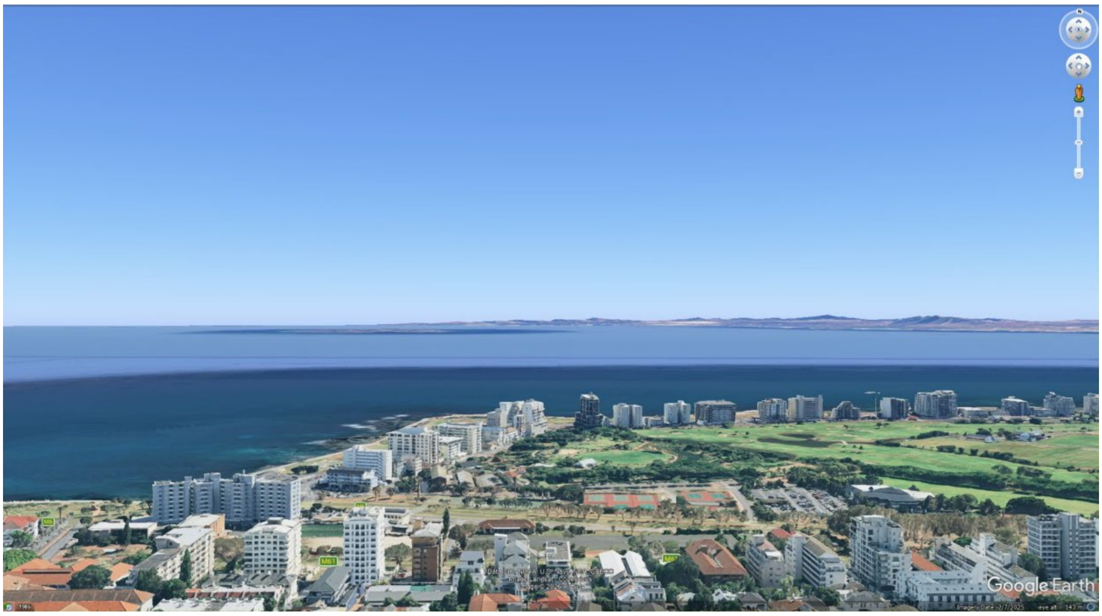

Figure 12 Aerial view looking north Source: GEP

Figure 13: Aerial view with Architect's model inserted. Source: GEP &ACG

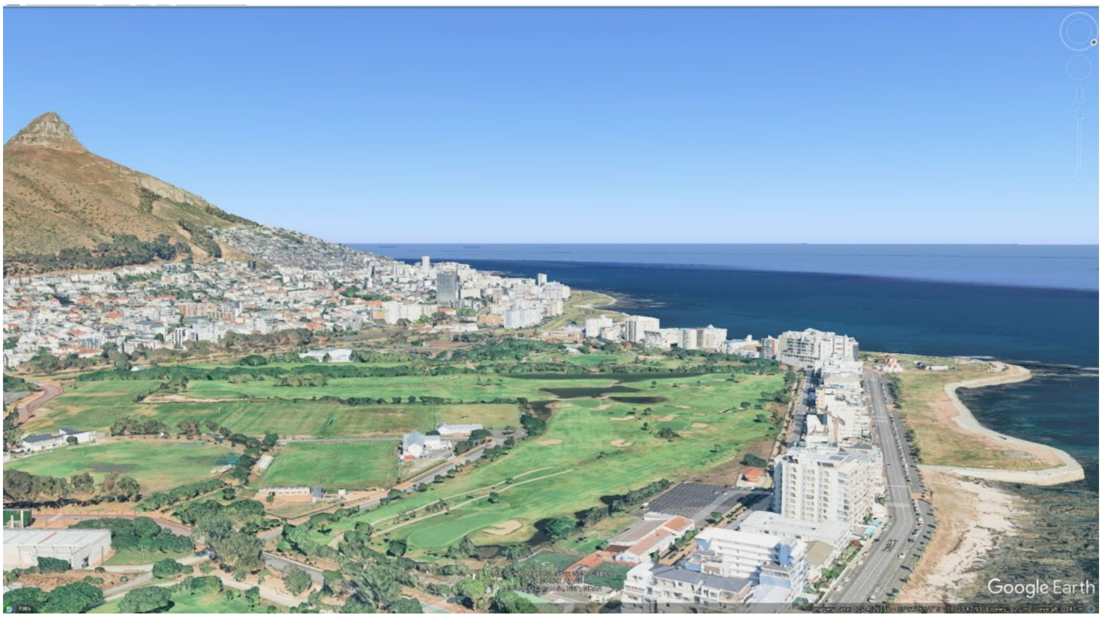

Figure 14: Aerial view of common. Source: GEP

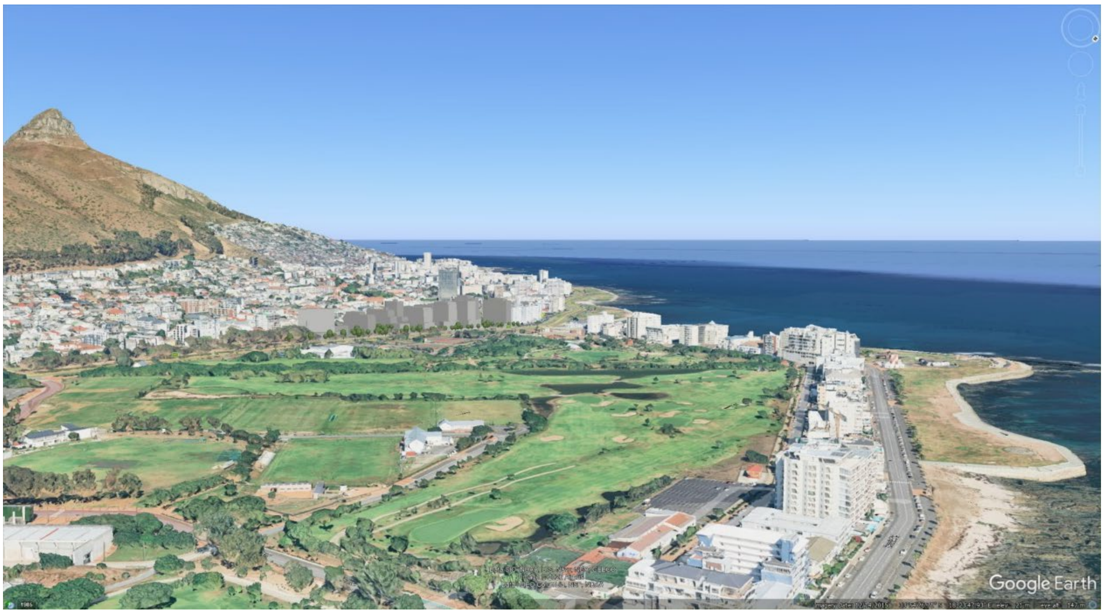

Figure 15: Aerial view of common with architect's model inserted. Source: GEP & ACG

Figure 16: Aerial view showing skyline. Source: GEP

Figure 17: Aerial view with Architect’s model inserted. Source: GEP & ACG

Figure 18: St Bede's view corridor. Source: GEP

Figure 19: St Bede's view corridor with architect's model inserted. Source: GEP & ACG

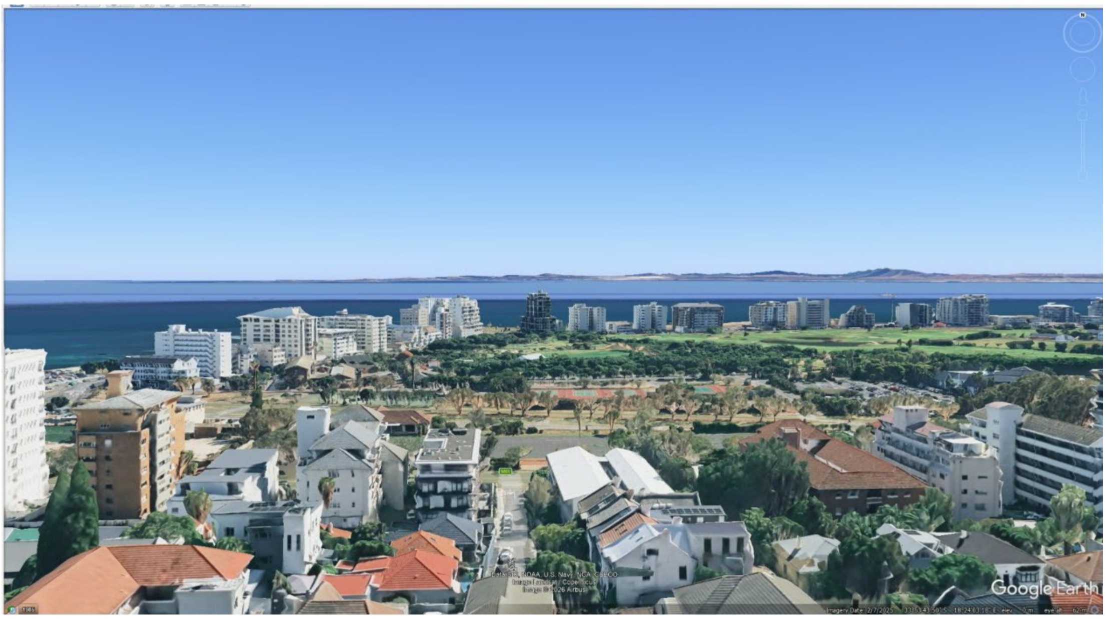

Figure 20: Richmond view corridor. Source: GEP

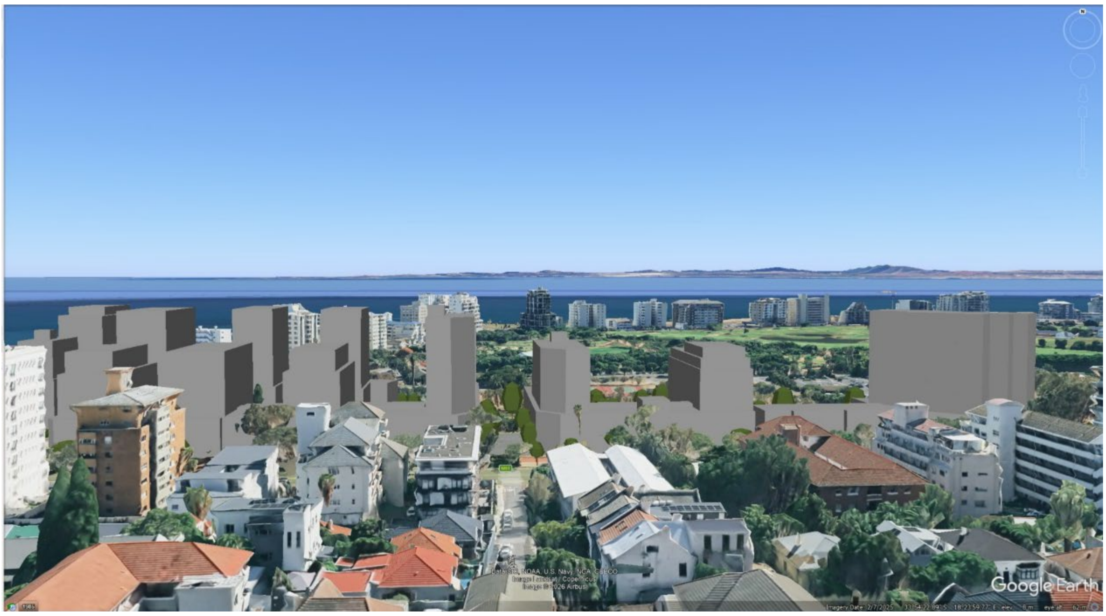

Figure 21: Richmond view corridor with architect's model. Source: GEP

6. LANDSCAPE CHARACTER ANALYSIS

The Green Point Common forms the primary open landscape within the receiving environment and plays an important role in structuring the surrounding urban form. The proposed development responds to this condition by establishing a defined urban edge that frames the Common while maintaining visual openness and public accessibility. In this respect the development contributes to the spatial definition of the Common without enclosing or dominating the landscape.

6.1 Introduction

This section describes the **landscape and townscape character** of the Three Anchor Bay study area and establishes the character framework against which the proposed development is assessed. The analysis considers: landform and spatial structure; urban morphology and grain; landscape structure and vegetation; movement patterns and visual experience; and sense-of-place attributes.

The site forms part of a **layered urban coastal landscape** in which the relationship between built form, open space and visual permeability is fundamental to landscape character. The purpose of this analysis is to identify the characteristics that contribute to the distinct identity of Three Anchor Bay and to determine the degree to which change can be accommodated without unacceptable visual impact.

6.2 Spatial Structure

The site occupies a linear urban land parcel framed by two major metropolitan movement corridors: Helen Suzman Boulevard to the north and Main Road to the south. These corridors establish strong infrastructural edges that visually contain the site and influence the scale and perception of development within it. The character of the site is therefore not that of a fine-grain residential neighbourhood but rather an urban infrastructural corridor landscape with high movement intensity and substantial visual complexity.

6.2.1 Mountain–City–Ocean Structure

The Three Anchor Bay landscape is defined by a clear spatial hierarchy consisting of the mountain backdrop of Signal Hill and Lion's Head; the urban terraces of Three Anchor Bay; the Main Road corridor; the open landscape of the Green Point Common; and the Atlantic Ocean. These elements combine to form a strongly legible **mountain–city–ocean sequence** which is characteristic of Cape Town's Atlantic Seaboard. The site occupies an intermediate position within this structure and is perceived primarily as part of the **middle-ground urban fabric**. Development on the site must therefore maintain the visual relationships between these layers.

6.2.2 Relationship to the Green Point Common

The Green Point Common forms the dominant spatial element within the study area and provides a strong sense of openness within an otherwise dense urban environment. The Common functions as: a major civic landscape; a visual foreground to the mountain backdrop; a recreational destination; and a spatial counterpoint to surrounding development. The buildings surrounding the Common define its spatial edges while allowing the open landscape to remain visually dominant. Development on the subject site will be perceived as part of this edge condition and must therefore reinforce rather than diminish the spatial clarity of the Common.

6.2.3 Visual Permeability

Visual permeability is a defining characteristic of the Three Anchor Bay landscape. The street network descending from High Level Road provides intermittent views toward the coast and contributes to the legibility of the urban structure. These views establish a rhythm of solid and void that prevents the urban fabric from reading as continuous enclosure. Retention of visual permeability is therefore essential to maintaining landscape character.

6.2.4 Urban Infrastructure Corridor Landscape

The site occupies a transitional urban landscape between two major metropolitan movement corridors: Helen Suzman Boulevard to the north and Main Road to the south. These corridors create strong infrastructural edges and establish a large-scale urban environment characterised by high movement intensity, traffic infrastructure, and fragmented land parcels.

At the same time, the site is directly bordered by established residential neighbourhoods, including Three Anchor Bay and Green Point, which represent high-sensitivity visual receptors with sustained visual exposure toward the site. These areas are characterised by a finer urban grain, more contained streetscapes, and a strong expectation of visual amenity.

The receiving environment is therefore not uniform but reflects a composite condition comprising both an infrastructural corridor landscape and adjacent residential fabric. The visual character of the site differs from that of the surrounding residential neighbourhoods and is more appropriately understood as part of a broader infrastructural corridor landscape; however, its interfaces with residential areas require careful management in terms of scale, massing, and visual transition.

This dual condition informs the assessment approach. While the site is capable of accommodating larger building forms within the broader corridor context, the extent and expression of such development must be moderated at sensitive residential edges to ensure an appropriate visual relationship with the surrounding neighbourhood. Visual impacts are therefore expected to vary across the site, with higher sensitivity and potential impact at residential interfaces, and lower sensitivity within the infrastructural corridor context.

6.3 Urban Morphology

6.3.1 Urban Grain

The surrounding urban fabric is characterised by narrow erven; incremental development patterns; articulated building forms; varied rooflines; and clearly defined street edges. The prevailing grain is relatively fine and reflects the historic subdivision pattern. This pattern creates a **fragmented urban texture** rather than a continuous megastructure condition. Development that maintains this fragmented character will be visually compatible with the surrounding context.

6.3.2 Building Typologies

The predominant building typology consists of medium-rise apartment buildings; mixed-use buildings along Main Road; freestanding residential blocks; and small commercial premises. Building heights typically vary within a moderate range and contribute to a varied skyline profile. The skyline is therefore characterised by **variation rather than uniformity**, although within a broadly consistent scale.

6.3.3 Height Patterns

Building heights generally follow the slope of the terrain; increase slightly toward Main Road; vary across individual blocks; and step down toward open spaces. The buildings framing the Green Point Common establish an important reference scale for new development. Height variation is therefore characteristic of the area, provided that it remains within an appropriate range.

6.4 Landscape Structure

6.4.1 Vegetation

Vegetation contributes to the visual character through tree avenues along residential streets; scattered trees within the Common; informal planting around buildings; and coastal-adapted species. Vegetation plays an important role in softening-built form; providing visual continuity; framing views; and defining public spaces.

6.4.2 Tree Resources

Mature trees within the study area represent an important visual resource. Particularly significant are: trees within the Green Point Common; Fan Walk tree planting; street tree avenues; and mature trees within the site. These trees contribute to spatial structure; sense of place; and visual continuity. Protection of significant trees is therefore an important consideration.

6.4.3 Open Space Structure

Open space within the study area is structured around: the Green Point Common; smaller public spaces; road verges; and private gardens. The Common forms the dominant open space element and provides visual relief from urban density. The subject site currently forms part of the broader Common landscape and contributes to the perception of openness.

6.5 Movement and Visual Experience

6.5.1 Pedestrian Experience

Pedestrian movement occurs primarily along Main Road; residential streets; the promenade; and paths within the Common. Pedestrians experience the environment at a human scale and are sensitive to building height; enclosure; façade articulation; and ground floor activity. The pedestrian experience is therefore strongly influenced by the design of the ground plane.

6.5.2 Vehicular Experience

Vehicular movement occurs primarily along: Helen Suzman Boulevard; Main Road; and Three Anchor Bay Road. Motorists experience the site as part of a sequence of views and are less sensitive to detailed visual change.

6.5.3 Sequential Views

Sequential views are particularly important along Helen Suzman Boulevard; the promenade; and Main Road. In these sequences the site forms part of a continuously evolving visual experience. Development must therefore maintain visual coherence at the larger urban scale.

6.6 Sense of Place Attributes

The following attributes define the sense of place of Three Anchor Bay:

6.6.1 Visual Permeability

The ability to see through the urban fabric toward the coast is fundamental to the identity of the area.

6.6.2 Spatial Openness

The Green Point Common provides a strong sense of openness that contrasts with surrounding development.

6.6.3 Human Scale

The neighbourhood is experienced primarily at a pedestrian scale and is characterised by active streets and articulated building edges.

6.6.4 Layered Landscape Structure

The mountain–city–ocean relationship provides a clear spatial hierarchy and orientation.

6.6.5 Varied Skyline

The skyline is characterised by moderate variation within an overall consistent scale.

6.7 Landscape Character Sensitivity

Based on the above analysis, the landscape character sensitivity is assessed as follows:

High Sensitivity

- Green Point Common
- Visual corridors
- Residential streets aligned with corridors
- Promenade views
- Elevated viewpoints

Moderate Sensitivity

- Main Road corridor
- Interior portions of the site
- Mixed-use areas

Lower Sensitivity

- Helen Suzman Boulevard edge
- Infrastructure-dominated areas

6.8 Character Capacity for Change

The study area has **moderate capacity to accommodate change** provided that development maintains visual corridors; respects the scale of buildings framing the Common; reflects the grain of the surrounding urban fabric; maintains pedestrian scale; and avoids excessive height. Development that exceeds these parameters would result in adverse effects on landscape character.

6.9 Summary

The Three Anchor Bay landscape is a **highly legible urban coastal environment** defined by visual permeability, relationship to the Green Point Common, and a varied but coherent skyline. The site forms part of the transition between neighbourhood and open landscape and therefore requires a carefully calibrated design response. The findings of this chapter inform the visual indicators described in Section 5 and the impact assessment presented in Section 9.

Urban Structure and Landscape Integration

The existing site represents a fragmented urban condition characterised by surface parking, dispersed recreational facilities and loosely defined spatial edges between Helen Suzman Boulevard and Main Road. In visual and spatial terms, the site currently reads as an underutilised urban void within a prominent metropolitan corridor.

The proposed development concept introduces a coherent urban structure that defines street edges, establishes a network of public spaces and integrates the retained civic facilities into a more legible urban framework. This transformation strengthens the spatial continuity of the surrounding urban fabric and contributes positively to the character of the broader Three Anchor Bay and Sea Point interface.

The proposed development is therefore evaluated in terms of its ability to maintain this landscape structure while accommodating appropriate urban intensification within the infrastructural corridor landscape.

7. DESIGN RESPONSE & VISUAL SIMULATIONS

7.1 Introduction

This section describes the **design response to the visual indicators and landscape character** identified in Sections 4–6 and sets out the visual simulation methodology used to inform the assessment.

The design response has been evaluated through review of the architectural massing model and associated spatial information. The analysis considers the relationship of the proposed development to the surrounding urban fabric; the scale and composition of built form; the treatment of the Green Point Common interface; the retention of visual corridors; and the overall skyline composition.

The purpose of this section is to demonstrate how the emerging design responds to the visual characteristics of the receiving environment and to establish the basis for the impact assessment presented in Section 9.

The development concept introduces a graduated massing strategy across the site. Building heights range from lower elements of approximately two to four storeys along the southern edges of the site to mid-rise buildings of approximately eight to ten storeys within the interior development parcels. The tallest elements, reaching approximately fourteen storeys (±45 m), are positioned strategically within the development envelope where the broader scale of Helen Suzman Boulevard and the adjacent open space can visually accommodate increased height. This approach avoids the creation of a continuous wall of development and produces a stepped skyline profile.

7.2 Overall Design Response

The development concept adopts a perimeter block urban form that defines street edges while maintaining internal courtyards and open spaces. This block structure contributes to visual permeability across the site and avoids the appearance of a single large building mass. The fragmentation of built form into multiple blocks therefore reduces perceived scale and supports the retention of visual corridors identified in the assessment. The urban design framework emphasises active ground-floor uses and pedestrian-scaled public spaces along key streets and edges, particularly around the retained civic buildings. These elements contribute to a human-scaled streetscape and mitigate the perceived scale of taller building elements.

The revised landscape framework substantially strengthens visual mitigation across the site through retention of key mature trees, reinforcement of the existing landscape structure, introduction of additional public open space planting, and the establishment of a coherent landscape network linking the development to the Green Point Common and surrounding public realm. The proposal does not rely on wholesale clearance of the existing tree resource. Rather, the design seeks to retain and integrate substantial portions of the existing mature tree structure, thereby maintaining continuity of landscape character and visual amenity.

Figure 22: Site conditions (current experienced). Source: GEP

Figure 23: Site with architect's model inserted. Source: GEP & ACG

7.2.1 Urban Integration

The development is structured as a series of **articulated building clusters** separated by visual corridors and public spaces. This approach allows the proposal to read as part of the surrounding urban fabric rather than as a single continuous development. Key characteristics include fragmented building massing; articulated building forms; varied rooflines; identifiable building components; and permeable spatial structure. The development therefore reflects the incremental grain of Three Anchor Bay described in Section 6 and avoids the monolithic character often associated with large-scale redevelopment sites. Overall, the proposal demonstrates a **high degree of compatibility with the surrounding urban morphology.**

7.2.2 Relationship to Surrounding Scale

The development envelope has been structured to reflect the scale of the surrounding urban environment. Building heights generally correspond with the established scale along Main Road; and the buildings framing the Green Point Common. This approach maintains visual continuity with the surrounding townscape and avoids abrupt changes in scale. Height increases are generally concentrated toward the Helen Suzman Boulevard edge where visual sensitivity is lower. This height distribution reflects the variation in sensitivity identified in Section 4. Key height information (ref: roof plan) as follows:

Height	***Approx Floors***	***Location***
7 m	2 storeys	edges
10 m	3 storeys	civic interface
13 m	4 storeys	transition buildings
26 m	8 storeys	mid-rise
30 m	10 storeys	majority of blocks
45 m	**14 storeys**	landmark towers

7.2.3 Fragmentation of Massing

The development concept employs a stepped massing strategy in which building heights vary across the site, ranging from approximately two to four storeys along the lower edges to mid-rise elements of approximately eight to ten storeys within the interior development parcels. The tallest buildings, reaching approximately fourteen storeys (±45 m), are positioned strategically within the development envelope to align with the scale of development along Helen Suzman Boulevard and to reduce visual dominance when viewed from the lower residential areas south of Main Road. This approach creates a graduated skyline profile and avoids a continuous wall of development along the site boundaries.

The proposal avoids continuous building blocks through separation of building clusters; introduction of visual corridors; changes in building height; and articulation of façades. This fragmentation reduces perceived bulk and allows the development to be read as a **collection of related buildings rather than a single megastructure.** From a visual perspective this is one of the strongest aspects of the scheme. This approach ensures that development is perceived as part of the established urban fabric rather than as a singular large-scale intervention.

7.3 Height Variation Strategy

Section 5 identified building height as a key visual indicator arising from the receiving environment and corridor structure. The proposed development envelope responds to this indicator through a graduated massing strategy. The following section examines how these indicators are translated into the proposed development envelope and evaluates the manner in which the architectural massing responds to the surrounding urban context.

7.3.1 General Approach

The proposal incorporates **controlled height variation** across the site. Height variation contributes positively by reducing perceived bulk; improving skyline composition; reinforcing spatial hierarchy; and allowing the development to respond to different edges of the site. The skyline profile created by the model is varied but coherent and reflects the varied roofline characteristic of the surrounding area.

7.3.2 Selective Height Accents

Selective height increases are appropriate where they reinforce spatial structure. Suitable locations for height accents include corner conditions; threshold locations; boulevard interfaces; and view-framing locations. Height accents in these locations assist in reinforcing urban legibility marking spatial transitions; and framing important views. This approach is consistent with the existing urban character which exhibits a varied skyline rather than a uniform datum.

7.3.3 Reference Height Scale

Across the majority of the site, building heights reflect the scale of development along Main Road; and the scale of buildings framing the Green Point Common. This provides a coherent visual framework and ensures compatibility with the surrounding context. Maintaining this reference scale is important to avoid excessive visual prominence.

7.3.4 Tower Element

The development includes a single tower element which forms a distinctive component of the skyline. The tower is rotated relative to the main building axes in order to optimise views; reduce direct alignment with surrounding streets; and introduce a sculptural form. The tower functions as a **visual marker within the development** and provides identity without establishing a repetitive typology. Because the tower is unique within the scheme, it does not create a dominant skyline condition. From a visual perspective the tower element is considered acceptable provided that its height remains within a reasonable range relative to surrounding buildings. Its singular occurrence within the scheme prevents the creation of a repetitive high-rise skyline condition.

7.4 Visual Corridor Response

7.4.1 Corridor Integration

The development concept incorporates the four mandated visual corridors identified in Section 5. The corridors are integrated into the spatial structure of the development and form an important organising element of the layout. The corridors separate building clusters; maintain visual permeability; provide pedestrian connections; and reduce perceived bulk. The architectural model demonstrates that the corridors can be accommodated without compromising development viability.

7.4.2 Corridor Framing

Buildings adjacent to corridors frame views toward the Common and the coast. This approach maintains the legibility of the urban grid while avoiding visual enclosure. Corridors are therefore experienced as **intentional spatial openings rather than residual gaps.**

7.5 Relationship to the Green Point Common

7.5.1 Edge Definition

The proposed development forms part of the urban edge defining the Green Point Common. The model demonstrates that the development frames the Common; maintains openness; avoids excessive enclosure; and establishes a coherent edge condition. The Common remains the dominant spatial element. The development therefore reads as part of the urban edge framing the Common rather than as an encroachment into the open landscape.

7.5.2 Landscape Interface

The development incorporates landscaped edges and open spaces facing the Common. This approach softens the transition between built form and open space; maintains visual continuity with the Common; and contributes to the quality of the public realm.

7.6 Pedestrian Scale Response

The development demonstrates a strong response to pedestrian scale through active Main Road frontage; articulated building edges; pedestrian routes; human-scaled spaces; and landscaped public areas. Maintaining pedestrian scale is essential to ensuring compatibility with the surrounding neighbourhood.

7.7 Skyline Composition

7.7.1 Local Skyline

At the local scale the skyline created by the development is varied; articulated; visually balanced; and consistent with surrounding development. The skyline avoids the appearance of a continuous horizontal block.

7.7.2 Distant Skyline

From distant viewpoints the site forms part of the broader Atlantic Seaboard skyline. The model indicates that the development will read as part of the existing urban fabric rather than as an isolated landmark. The development is therefore unlikely to create a dominant skyline intrusion. The development will be perceived as part of the continuous Atlantic Seaboard urban skyline rather than as a discrete landmark or skyline intrusion. The proposal therefore contributes to the existing urban skyline composition rather than establishing a new or isolated skyline element.

7.8 Civic Node / Heritage Interface Assessment

Subsequent concept testing has explored vertical development intervention within the retained civic node, including potential additions above portions of the existing library and civic building ensemble. From a visual perspective, these interventions differ materially from the broader redevelopment precinct, as they involve direct intervention within a visually legible civic and heritage component of the receiving environment. While contemporary additions to heritage buildings may be appropriate in principle, their success is highly dependent on proportional discipline, architectural restraint, and preservation of the visual primacy and legibility of the host buildings.

The Three Anchor Bay civic node currently reads as a relatively open civic ensemble within the broader urban landscape, contributing to spatial relief, institutional identity, and the compositional clarity of this part of the site. Intervention in this location therefore requires a materially higher degree of visual sensitivity than development on adjacent redevelopment parcels.

Preliminary visual review suggests:

- substantial continuous bulk above the civic cluster would be visually intrusive;
- interventions that visually subordinate retained civic buildings would be inappropriate;
- additions reading as heavy rooftop accretions should be avoided;
- bridging forms over architecturally significant components require particular caution;
- smaller, materially setback and visually recessive interventions may potentially be accommodated.

Any future intervention should be assessed against the civic heritage visual indicators in Section 5.7.6.

Subsequent concept refinement has explored potential vertical development associated with the retained civic node. The current VIA therefore assesses the visual implications of this concept in principle rather than evaluating alternative design options.

7.9 Visual Simulation Methodology

7.9.1 Purpose

Visual simulations are used to illustrate the appearance of the development; test design responses; inform impact assessment; and communicate findings to decision-makers.

7.9.2 Simulation Inputs

Simulations are based on architect massing model; terrain data; building footprints; site photography; and georeferenced viewpoint locations.

7.9.3 Simulation Types

The following simulation types are used: **digital models -** used to verify massing and height relationships; **photomontages -** used to illustrate realistic appearance and **massing views -** used to understand overall composition.

7.9.4 Simulation Accuracy

Simulations are prepared using georeferenced models and verified camera positions. Camera locations correspond with the viewpoints identified in Section 5 and listed in Annexure B.

7.10 Summary

The development concept introduces a graduated massing strategy in which building heights increase progressively from the Main Road edge toward Helen Suzman Boulevard. Lower buildings along the southern edge create a transitional interface with the surrounding residential neighbourhood, while taller elements are positioned toward the northern edge where the broader scale of the boulevard and adjacent open space can accommodate increased building height.

The architectural model demonstrates a **high degree of responsiveness to the visual characteristics of the receiving environment.** In particular the development reflects surrounding scale; maintains visual corridors; frames the Green Point Common; avoids excessive bulk; and produces a coherent skyline. The proposal therefore establishes a strong basis for achieving acceptable visual outcomes. The visual implications of the development are evaluated in Section 9.

Height Strategy – Design Response Summary

The visual analysis indicates that building heights across the site should be structured in response to the varying visual sensitivities of the surrounding environment. The most visually sensitive edges of the site occur along **Main Road and the Green Point Common**, where development is experienced at pedestrian scale and forms part of the established urban edge defining the Common. Along these edges, building heights should remain broadly consistent with the prevailing scale of development framing the Common and the Main Road corridor.

It is therefore recommended that building heights along the **Main Road frontage should generally remain below approximately 45 metres**, with typical building heights falling within the range of **approximately 30 to 45 metres**. Controlled variation within this range is considered desirable, as it contributes to skyline articulation and reflects the varied height pattern characteristic of the surrounding urban fabric.

Greater building heights may be accommodated along the **Helen Suzman Boulevard frontage**, where visual sensitivity is lower and where larger-scale development assists in mediating the scale of the transport infrastructure. Building heights of up to approximately **45 metres** are considered visually appropriate along this edge, provided that building massing remains articulated and visually permeable.

Selective height variation may be appropriate at: corner conditions; spatial thresholds; visual corridor edges; and locations where buildings frame views toward the Green Point Common. However, excessive or uniform height increases across the site would risk creating a visually dominant urban edge and should be avoided. Overall, a **graduated height strategy**, with generally lower buildings along Main Road and the Common and somewhat greater height potential along Helen Suzman Boulevard, is considered to provide the most visually appropriate response to the receiving environment.

8. VISUAL IMPACT ASSESSMENT METHODOLOGY

8.1 Introduction

This section describes the methodology used to assess the visual impacts associated with the proposed Three Anchor Bay development. The assessment methodology follows established Visual Impact Assessment practice and is consistent with the principles set out in the **CSIR Guidelines for Involving Visual and Aesthetic Specialists in EIA Processes (2006)**.

Visual impacts are assessed through comparison between the existing visual environment; and the anticipated visual condition following development. The assessment evaluates the significance of visual impacts based on visual exposure; receptor sensitivity; magnitude of visual change; and the effectiveness of mitigation measures. The methodology provides a structured and transparent framework for evaluating visual impacts and allows consistent comparison between viewpoints.

Significance ratings presented below describe the **degree of visual change**, while the **nature of impact (beneficial, neutral or adverse)** is identified in the accompanying narrative.

8.2 Assessment Framework

Visual impacts were assessed through a viewpoint-based approach using the representative viewpoints identified in Section 5 and listed in Annexure B. For each viewpoint the following aspects were considered existing visual character; visibility of the proposed development; magnitude of visual change; receptor sensitivity; and impact significance. This approach allows visual impacts to be assessed in a systematic and repeatable manner.

8.3 Visual Receptors

Visual receptors are the individuals or groups likely to experience visual effects. Receptors within the study area include residents; pedestrians; users of the Green Point Common; promenade users; and road users. Receptors differ in their sensitivity to visual change depending on duration of view; expectations of visual quality; importance of the visual resource; and viewing distance.

8.4 Receptor Sensitivity

Sensitivity reflects the degree to which a visual receptor or landscape can accommodate visual change without adverse effect. Sensitivity levels were assigned based on the importance of the visual resource; the expectations of viewers; the duration of views; and the heritage context.

- **High Sensitivity:** High sensitivity receptors include residents with direct views toward the site; users of the Green Point Common; promenade users; and viewpoints aligned with visual corridors. These receptors have strong visual expectations and limited capacity to accommodate change.
- **Moderate Sensitivity:** Moderate sensitivity receptors include Main Road pedestrians; mixed-use areas; and elevated viewpoints within the neighbourhood. These receptors can accommodate moderate visual change.
- **Lower Sensitivity:** Lower sensitivity receptors include motorists along Helen Suzman Boulevard; and infrastructure-dominated environments. These receptors experience short-duration views and have a greater capacity to accommodate change.

8.5 Magnitude of Visual Change

Magnitude of change describes the degree of visual alteration introduced by the proposed development. Magnitude was assessed based on scale of development; proportion of the view occupied; degree of contrast with surroundings; distance from viewpoint; and extent of the view affected.

- **High Magnitude:** High magnitude impacts occur where development dominates the view; substantially alters landscape character; or forms a visually intrusive element.
- **Medium Magnitude:** Medium magnitude impacts occur where development forms a noticeable change; alters the character of the view; but does not dominate the landscape.
- **Low Magnitude:** Low magnitude impacts occur where development forms a minor component of the view; and does not materially alter landscape character.
- **Negligible Magnitude:** Negligible magnitude impacts occur where development is barely perceptible; or visually insignificant.

8.6 Impact Significance

Impact significance is determined through the combination of receptor sensitivity, and magnitude of change. The relationship between magnitude and sensitivity is illustrated in Table 8.1.

Table 8.1 – Significance Matrix

Sensitivity	High Magnitude	Medium Magnitude	Low Magnitude	Negligible
High	High	Medium–High	Medium	Low
Moderate	Medium–High	Medium	Low	Negligible
Low	Medium	Low	Negligible	Negligible

This matrix provides a consistent basis for assigning impact significance ratings.
Note: Significance ratings reflect the magnitude of visual change on a given receptor and are not inherently negative. The qualitative nature of the impact (beneficial, neutral or adverse) is identified separately.
This approach is consistent with established visual impact assessment practice, including CSIR (2006), where significance expresses the scale of change rather than its qualitative value.

8.7 Mitigation and Residual Impact

Mitigation measures are incorporated into the design in order to reduce visual impacts. Mitigation measures include retention of visual corridors; articulated building massing; appropriate building heights; landscaped edges; and pedestrian-scale design. Residual impacts represent the visual impacts remaining after mitigation has been implemented. The impact ratings presented in Section 9 represent **residual impacts**, assuming that recommended mitigation measures are implemented.

8.8 Nature of Impacts

Visual impacts may be adverse (negative); neutral; or beneficial (positive). Positive impacts may occur where development improves streetscape quality; provides improved urban definition; or enhances visual coherence. It should be noted that impact significance ratings (Low to High) reflect the magnitude of visual change on a given receptor and do not, in themselves, denote whether the impact is positive or negative. The qualitative nature of the impact (adverse, neutral or beneficial) is identified separately based on the outcome of that change in relation to landscape character and visual quality.

Nature of Impacts and Interpretation of Significance

Visual impacts are described in terms of both **significance** and **nature of impact**, which represent two distinct but complementary aspects of the assessment.

Impact significance (expressed as Low, Medium, Medium–High, High, etc.) is derived from the combination of **receptor sensitivity** and **magnitude of visual change**, in accordance with the assessment matrix presented in Section 8.6. These ratings indicate the **degree of visual change experienced by a receptor**, particularly within high-sensitivity environments, and do not in themselves denote whether an impact is positive or negative.
The **nature of impact** describes the **qualitative outcome** of that change and is identified as **beneficial (positive), neutral, or adverse (negative)**. This judgement is based on the extent to which the proposed development enhances or detracts from the visual quality, spatial structure, and landscape character of the receiving environment.

It is therefore possible for a development to result in a **high level of visual change (high significance)** while simultaneously producing a **beneficial visual outcome**, particularly where the proposal improves urban coherence, spatial definition, or landscape integration. Conversely, low levels of change may still be adverse where they affect highly sensitive or valued visual resources. In this assessment, significance ratings and impact nature are presented together to provide a balanced and transparent evaluation of both the **degree of change** and its **qualitative effect** on the visual environment.

8.9 Degree of Confidence

The assessment is based on site inspections; photographic documentation; review of the architectural model; spatial analysis; and visual simulations. The level of confidence in the assessment is considered **High**, as the development envelope and spatial structure are clearly defined. The methodology described in this section provides the framework for evaluating visual impacts. The following section applies this methodology through a detailed viewpoint-based assessment of the proposed development envelope. The selected viewpoints represent the locations from which the development would be most visible and therefore provide a robust basis for evaluating potential visual impacts.

9. VISUAL IMPACT ASSESSMENT

9.1 Introduction

This section presents the **detailed visual impact assessment** of the proposed Three Anchor Bay development based on the representative viewpoints identified in Section 5.

As described in Sections 5 and 7, the proposed development envelope includes a graduated height range with taller elements positioned toward the Helen Suzman Boulevard interface. From the Sea Point Promenade and Beach Road corridor the site may be visible across the Helen Suzman Boulevard roadway corridor at distances of approximately 350–600 metres. At this distance the development is perceived primarily as part of the broader urban backdrop rather than as a dominant foreground element. In addition, the development is viewed against the rising landform of Signal Hill, which forms the primary skyline in this part of the city. Consequently, the proposed buildings do not interrupt the natural skyline and are visually absorbed within the existing urban fabric.

It should be noted that the mitigation measures considered in this assessment are largely embedded within the development concept itself. The proposed building heights, massing configuration, corridor retention and landscape interface form integral components of the design response rather than subsequent mitigation measures applied after the fact. References to "post-mitigation" conditions therefore refer to the development envelope incorporating these embedded design indicators. **Significance ratings presented below describe the degree of visual change, while the qualitative outcome (positive, neutral or adverse) is described in the accompanying narrative.**

The assessment evaluates visibility of the proposed development; magnitude of visual change; sensitivity of visual receptors; significance of impacts; and effectiveness of mitigation measures. Impacts are assessed for both the **construction phase**, and the **operational phase**.

The assessment focuses primarily on the operational phase, as this represents the long-term visual condition. The assessment is based on site inspection; analysis of the architectural model; review of visual simulations; landscape character analysis; and the visual indicators established in Section 5.

9.2 Assessment Approach

Each viewpoint is assessed in terms of existing visual character; visibility of the proposed development; magnitude of change; receptor sensitivity; and impact significance. This approach allows visual impacts to be assessed in a systematic and repeatable manner. It is important to note that the purpose of visual impact assessment is not to protect individual private views but rather to evaluate the effect of development on the broader visual environment, including landscape character, public visual resources and the experience of representative visual receptors. Impact ratings follow the methodology described in Section 8.

9.3 Corridor Viewpoints

Corridor viewpoints represent the most sensitive visual receptors because they maintain the visual relationship between neighbourhood and coast. Retention of corridor permeability is a primary requirement for acceptable visual outcomes.

9.3.1 Viewpoint 1 – St Bede's Road Corridor

- **Existing Situation:** The St Bede's Road alignment provides views from the residential neighbourhood toward the site and the Green Point Common. The view is characterised by a descending street alignment; intermittent views toward open space; medium-rise buildings; and a sense of visual openness. Sensitivity is **High** due to residential receptors; heritage-related visual structure; public accessibility.
- **Proposed Development:** The development remains visible within this view corridor but does not form a continuous visual barrier. The model demonstrates that: the corridor alignment remains legible; building masses frame rather than terminate the view; visual openings remain evident.
- **Magnitude of Change:** Magnitude of change is assessed as **Medium**, as the development introduces new built form but maintains visual permeability.
- **Significance: Pre-mitigation:** Medium–High; **Post-mitigation:** Low–Medium
  Impact is considered **acceptable** provided corridor widths are maintained.

9.3.2 Viewpoint 2 – Hill Road Corridor

- **Existing Situation:** Hill Road provides a strong visual alignment toward the site and the Common. The view includes residential buildings; street trees; glimpses of open space. Sensitivity is **High**.
- **Proposed Development:** The architectural model indicates that: the corridor remains open; buildings are visually separated; massing is articulated.
- **Magnitude:** Medium.
- **Significance:** Pre-mitigation: Medium–High; Post-mitigation: Low–Medium
  Impact considered **acceptable**.

9.3.3 Viewpoint 3 – Clyde Road Corridor

- **Existing Situation:** Clyde Road provides a narrower but still legible visual connection. Sensitivity is **High**.
- **Proposed Development:** The model demonstrates that views remain partially open; building edges frame views; permeability is maintained.
- **Magnitude:** Medium.
- **Significance:** Pre-mitigation: Medium; Post-mitigation: Low–Medium
  Impact considered **acceptable**.

9.3.4 Viewpoint 4 – Wigtown Road Corridor

- **Existing Situation:** Wigtown Road provides a visual connection between residential areas and the Common. Sensitivity is **High**.
- **Proposed Development:** The corridor remains identifiable and visually open.
- **Magnitude:** Medium.
- **Significance:** Pre-mitigation: Medium; Post-mitigation: Low–Medium
  Impact considered **acceptable**.

Corridor viewpoints are closely associated with adjacent residential receptors, as these view alignments originate within the surrounding neighbourhood. As such, the assessment of corridor performance also reflects the visual experience of residents, including changes to outlook and perception of built form. While the proposed development introduces a degree of enclosure within these corridors, the retention of visual openings and articulated massing ensures that visual permeability is maintained and that impacts remain localised and moderate in extent.

9.4 Streetscape Viewpoints

9.4.1 Viewpoint 5 – Main Road Streetscape

- **Existing Situation:** Main Road is characterised by continuous frontage; mid-rise buildings; active ground floors. Sensitivity is **Moderate–High**.
- **Proposed Development:** The development reflects the established scale. The model indicates: compatible height; active frontage; coherent street edge.
- **Magnitude:** Medium.
- **Significance:** Pre-mitigation: Medium; Post-mitigation: Low
  Impact considered **positive to neutral** resulting in a positive to neutral visual outcome despite the introduction of built form.

At street level, the proposed development introduces increased spatial definition, active frontages, and improved continuity of the urban edge. These changes are considered to enhance the streetscape experience and contribute positively to the visual character of the Main Road corridor.

9.5 Green Point Common Viewpoints

Views from the Common represent wide-angle public views with high sensitivity.

9.5.1 Viewpoint 6 – Green Point Common Edge

- **Existing Situation:** The site currently forms part of a relatively open landscape with low buildings. The view is characterised by large areas of open space; mountain backdrop; scattered trees. Sensitivity is **High**.
- **Proposed Development:** The development forms a defined urban edge to the Common. The model demonstrates that the Common remains visually dominant; buildings define rather than enclose the space; skyline remains varied.
- **Magnitude:** Medium–High.
- **Significance:** Pre-mitigation: High; Post-mitigation: Medium–Low
  Impact considered **acceptable,** with the development contributing to a more coherent and legible urban edge while maintaining the visual primacy of the Common.

The Green Point Common represents a primary public visual receptor within the study area, and the assessment places particular emphasis on maintaining its spatial openness and visual primacy. While changes to views from adjacent private properties may occur, the evaluation of visual impact considers the broader public landscape context, within which the Common remains the dominant visual element.

9.6 Infrastructure Viewpoints

9.6.1 Viewpoint 7 – Helen Suzman Boulevard

- **Existing Situation:** Infrastructure-dominated environment. Sensitivity is **Moderate–Low**.
- **Proposed Development:** Development introduces urban enclosure and reduces infrastructure dominance.
- **Magnitude:** Medium.
- **Significance:** Medium Positive.
  Impact considered beneficial.

Infrastructure viewpoints are defined as views experienced from movement corridors, including roads and pedestrian routes, and are generally of moderate sensitivity due to their transient nature. These are distinguished from residential viewpoints, which represent static, high-sensitivity receptors. In some instances, residential buildings are located directly adjacent to infrastructure corridors; however, views from these buildings are assessed as residential receptors due to their sustained visual exposure.

Infrastructure viewpoints represent views experienced from movement corridors, including Helen Suzman Boulevard and Main Road, and are characterised by short-duration, dynamic visual exposure. These receptors are generally of moderate to low sensitivity due to the transient nature of the viewing experience.

It is noted, however, that residential buildings are located adjacent to portions of these corridors, particularly along Main Road. Views from these buildings are not considered infrastructure viewpoints but are assessed separately as residential receptors due to their sustained visual exposure and higher sensitivity. The distinction is important in ensuring that the assessment appropriately reflects the differing nature of visual experience across receptor types. The relatively low magnitude and significance of impacts identified for infrastructure viewpoints should therefore be read in conjunction with the higher sensitivity and more localised impacts identified at adjacent residential interfaces.

9.7 Distant Viewpoints

9.7.1 Viewpoint 8 – Promenade

- **Existing Situation:** Wide-angle views across the Common toward Signal Hill. Sensitivity is **High**.
- **Proposed Development:** Development reads as part of urban edge. Skyline remains coherent.
- **Magnitude:** Medium.
- **Significance:** Medium–Low.
  Impact acceptable.

9.7.2 Viewpoint 9 – High Level Road

- **Existing Situation:** Elevated views across neighbourhood. Sensitivity is **High**.
- **Proposed Development:** Development integrates into urban fabric. No dominant intrusion.
- **Magnitude:** Medium.
- **Significance:** Medium–Low.
  Impact acceptable.

9.7.3 Viewpoint 10 – Signal Hill Slopes

- **Existing Situation:** Distant panoramic views. Sensitivity is **Moderate–High**.
- **Proposed Development:** Development forms small component of skyline.

- **Magnitude:** Low–Medium.
- **Significance:** Low–Medium.
  Impact acceptable.

9.8 Additional Viewpoint Analysis

Coastal Promenade and Beach Road Corridor

The Sea Point Promenade and Beach Road corridor represent one of the few locations from which the development site may be viewed across relatively open foreground space. From these locations the development is seen at distances of approximately 350 m to 600 m beyond Helen Suzman Boulevard. Although portions of the development may be visible above the boulevard corridor, several factors moderate the visual effect. The wide roadway reserve, landscaped medians and tree planting along Helen Suzman Boulevard introduce a substantial visual buffer between the promenade and the site. In addition, the development is viewed against the rising landform of Signal Hill, which dominates the skyline and reduces the apparent prominence of built form within the lower urban foreground. As a result, the development is perceived as part of the broader urban backdrop rather than as a visually dominant foreground feature.

9.9 Summary of Viewpoint Impacts

Table 9.1 – Viewpoint Impact Summary

VP	Location	Sensitivity	Magnitude	Residual Impact
1	St Bede's	High	Medium	Low–Medium
2	Hill Road	High	Medium	Low–Medium
3	Clyde Road	High	Medium	Low–Medium
4	Wigtown Road	High	Medium	Low–Medium
5	Common	High	Medium–High	Medium–Low
6	Main Road	Moderate–High	Medium	Low
7	Boulevard	Moderate–Low	Medium	Positive
8	Promenade	High	Medium	Medium–Low
9	High Level	High	Medium	Medium–Low
10	Signal Hill	Moderate–High	Low–Medium	Low–Medium

9.9.1 Response to Public Concerns

Concerns have been raised by adjacent residents during the public participation process regarding potential impacts on private views, perceived loss of outlook, building height, and potential shading effects. These concerns are acknowledged and have been considered within the Visual Impact Assessment. The VIA recognises that adjacent residential properties represent high-sensitivity visual receptors, and that changes to outlook may occur as a result of the proposed development.

It is, however, important to note that the assessment of visual impact is undertaken within a broader planning and environmental context, and considers effects across all receptors, including the public realm, movement corridors, and the Green Point Common, rather than the preservation of individual private views. There is no inherent right to the retention of private views, and the assessment instead considers whether the proposed development introduces unacceptable visual intrusion within the receiving environment.

In this instance, while the proposed development will alter certain existing views, particularly from adjacent residential properties, 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.

Concerns regarding shading and solar access are noted; however, detailed assessment of sunlight and shadow effects falls outside the scope of a Visual Impact Assessment and is typically addressed through architectural or specialist daylight studies. The VIA does, however, consider issues of perceived enclosure and visual dominance, and finds that these are appropriately moderated through the design approach.

Concerns relating to property value or perceived investment impact do not fall within the scope of a Visual Impact Assessment and are not recognised criteria in visual or environmental impact assessment.

The site is located within the urban edge and forms part of a broader metropolitan landscape where change and intensification are anticipated. The assessment therefore considers the proposal within the context of expected urban evolution, rather than a static baseline condition.

Accordingly, while the concerns raised are understood, the assessment concludes that the proposed development does not result in unacceptable visual impact when considered within the broader urban and landscape context.

In addition, **cumulative visual impact** has been considered in the context of existing and anticipated development along the Atlantic Seaboard and Main Road corridor. The surrounding urban environment is characterised by an evolving and varied built form, including mid- to high-rise development, and does not represent a static or uniform condition. The proposed development is consistent with this established and emerging urban grain and does not introduce a scale or form that is anomalous within the broader context. While incremental change to the skyline and local townscape will occur, this reflects ongoing urban intensification within the urban edge and does not result in a cumulative visual impact that is considered unacceptable. The proposal contributes to a more coherent and defined urban edge to the Green Point Common rather than a degradation of visual character.

9.10 Civic Node Visual Impacts

The broader visual assessment assumes redevelopment generally in accordance with the tested development envelope. Subsequent civic node concept testing introduces an additional category of potential visual effect associated with direct intervention in the retained civic / heritage ensemble.

At this stage, these interventions remain conceptual rather than fixed architectural proposals, and detailed impact significance cannot be definitively quantified. Nevertheless, likely visual risk areas include loss of civic building legibility, visual subordination of retained heritage fabric, intrusive rooftop accretion, erosion of civic spatial openness, and architectural incompatibility.

These effects are potentially of Moderate to High sensitivity depending on detailed design outcome. Accordingly, any such intervention should remain subject to further specialist visual and heritage review.

Residual visual impacts may reduce to Low–Medium only where stringent mitigation is applied, including recessive architectural expression, appropriate setback, preservation of civic legibility, and avoidance of visually dominant rooftop additions.

Issue	**Significance**
Heritage civic legibility	Medium–High pre mitigation
Skyline intrusion	Medium
Spatial openness loss	Medium
Architectural compatibility	uncertain pending design

Residual: **Low–Medium only if stringent mitigation applied**

9.11 Overall Visual Impact

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.

The assessment indicates that Visual corridor impacts reduce to **Low–Medium significance** if corridors are maintained. The Common interface results in **Medium–Low significance** impacts. Streetscape impacts are **Neutral to Positive**. Skyline impacts are **Low–Medium**.

The assessment assumes development at the upper limit of the development envelope and therefore represents a conservative worst-case visual scenario

Overall residual impact is assessed as: **LOW to MEDIUM–LOW** (ACCEPTABLE)

10. CONCLUSIONS & RECOMMENDATIONS

10.1 Introduction

This section presents the conclusions of the Visual Impact Assessment and provides recommendations to guide the ongoing refinement of the proposed development. The conclusions are based on the receiving environment analysis (Section 4); the visual corridor framework (Section 5); the landscape character analysis (Section 6); the design response evaluation (Section 7); and the viewpoint-based impact assessment (Section 9). The assessment has considered the visual implications of the proposed development within the context of the Three Anchor Bay urban environment and the Green Point Common cultural landscape.

10.2 Overall Visual Findings

The visual analysis indicates that the proposed development demonstrates a **high degree of compatibility with the receiving environment** and is capable of being accommodated without unacceptable visual impact. The architectural massing model demonstrates a strong response to the visual indicators identified during the scoping phase, particularly in terms of retention of visual corridors; articulated building massing; integration with surrounding urban fabric; framing of the Green Point Common; and maintenance of a coherent skyline. The proposal reflects the fragmented and incremental urban grain characteristic of Three Anchor Bay and avoids the appearance of a continuous or monolithic development. The development therefore integrates visually with the surrounding neighbourhood while establishing a coherent urban edge to the Green Point Common.

10.3 Visual Corridors

Retention of the identified visual corridors is fundamental to maintaining the visual character of the area. The assessment indicates that the proposed development is capable of accommodating the four principal visual corridors: St Bede’s Road; Hill Road; Clyde Road; Wigtown Road. Provided that these corridors remain visually open and legible, residual visual impacts are assessed as **Low to Medium–Low significance**, which is considered acceptable within the urban context. Corridors should remain visually open; aligned with the existing street structure; free from continuous built form; and clearly legible within the site layout. The corridors represent a primary visual resource and should be secured through conditions of approval.

10.4 Relationship to the Green Point Common

The Green Point Common represents the most significant visual resource within the study area and forms a key component of the cultural landscape. The proposed development will be perceived as part of the urban edge defining the Common and therefore requires careful calibration of scale and massing. The architectural model demonstrates that the development: frames the Common; maintains spatial openness; avoids excessive enclosure; and produces a coherent edge condition. The Common remains visually dominant within the wider landscape. Residual visual impacts on the Common are assessed as **Medium–Low significance**, which is considered acceptable within the context of an established urban edge.

10.5 Building Heights

The assessment demonstrates that the proposed height range of approximately 30–45 m can be accommodated within the receiving environment without unacceptable visual impact. The graduated massing strategy reduces perceived bulk, retains visual corridors and ensures that taller elements are positioned within the broader infrastructural landscape of Helen Suzman Boulevard where visual absorption capacity is higher.

10.6 Urban Integration

The architectural model demonstrates a strong level of integration with the surrounding urban fabric. In particular the development reflects the incremental grain of Three Anchor Bay; avoids continuous building walls; maintains articulated building forms; provides a permeable spatial structure; and maintains pedestrian-scale streetscape conditions. The development therefore reads as part of the existing urban environment rather than as an isolated large-scale intervention. This represents a positive outcome from a visual perspective.

10.7 Skyline and Visual Prominence

The skyline created by the development is varied and visually balanced and reflects the varied height pattern characteristic of the surrounding area. The development does not introduce a dominant skyline element and is unlikely to result in significant intrusion into views toward Signal Hill or Lion's Head. Distant visual impacts are therefore assessed as **Low to Medium–Low significance**.

10.8 Overall Visual Impact

Based on the viewpoint-based assessment, the residual visual impacts of the proposed development are assessed as:

- **Low to Medium–Low significance overall**
- **Medium–Low significance for Common views**
- **Low–Medium significance for corridor views**
- **Low significance for skyline views**
- **Neutral to positive for streetscape views**

These impact levels are considered **acceptable within an urban context**. Within the context of the Atlantic Seaboard urban landscape, the proposal represents a compatible intensification of development rather than a visually dominant intervention. The proposed development is therefore considered capable of being accommodated without unacceptable visual impact.

The proposed landscape framework reinforces the visual integration of the development within its setting and contributes positively to streetscape character, public realm quality, and the maintenance of a green urban edge. The proposal seeks to retain substantial portions of the existing mature tree structure, thereby maintaining continuity of landscape character and visual amenity while accommodating redevelopment.

10.9 Recommendations

10.9.1 Visual Corridors:

The four identified visual corridors should be retained and secured through conditions of approval. Corridors should remain visually open; maintain a minimum visual width; remain aligned with surrounding streets; and remain free from continuous built form.

10.9.2 Building Heights:

Building heights should follow a graduated height strategy: generally, **30–45 m along Main Road and the Common** up to approximately **45 m along Helen Suzman Boulevard;** selective height accents permitted at appropriate locations. Uniform building heights should be avoided.

10.9.3 Building Massing:

Building massing should remain articulated; fragmented; visually permeable; and compatible with surrounding scale. Continuous megastructure-type forms should be avoided.

10.9.4 Relationship to the Common:

Development facing the Green Point Common should maintain landscaped edges; avoid excessive enclosure; maintain visual openness; and provide articulated building forms.

10.9.5 Pedestrian Scale:

Development along Main Road should maintain active frontages; articulated façades; pedestrian-scale elements; and human-scaled public spaces.

10.10 Final Conclusion

The broader Three Anchor Bay redevelopment proposal represents a contextually responsive and visually supportable form of urban intensification within an established metropolitan landscape.

The VIA concludes that the broader redevelopment precinct can be accommodated without unacceptable visual impact, subject to implementation of the visual indicators and recommended mitigation measures set out in this report.

However, subsequent concept testing associated with the retained civic node introduces a materially more sensitive visual consideration.

Interventions involving vertical additions to the retained civic / library ensemble cannot be supported in principle without careful architectural resolution.

Such interventions may be visually supportable only where:

- retained civic buildings remain visually primary;
- new additions are subordinate, recessive and carefully set back;
- rooftop accretions are avoided;
- architectural integration is highly resolved;
- spatial openness and civic identity are preserved.

The assessment has been undertaken on the preferred development concept and the no-go alternative. No alternative development layouts or architectural schemes were provided for specialist visual assessment. The conclusions of this VIA therefore relate to the visual performance of the preferred concept within the identified development envelope and visual design parameters.

The visual acceptability of such interventions should therefore remain contingent upon detailed architectural refinement and further specialist review.

11. DECLARATIONS & INDEPENDENCE

11.1 Introduction

This section provides the specialist declaration and statement of independence for the Visual Impact Assessment. The declaration confirms the qualifications, independence and professional responsibility of the visual specialist undertaking this assessment.

11.2 Specialist Details

Name: David Gibbs
Profession: Landscape Architect and Heritage Practitioner

Professional Registration:
Professional Landscape Architect (PrLArch)
South African Council for the Landscape Architectural Profession (SACLAP)
Registration No.: 20128

11.3 Qualifications and Experience

The specialist holds the following qualifications:

- Master of Landscape Architecture – University of Cape Town
- Bachelor of Architectural Studies – University of Cape Town

The specialist has more than twenty years of professional experience in landscape architecture, cultural landscape assessment and visual impact assessment.

Details of qualifications and experience are provided in **Annexure G – Curriculum Vitae of Specialist.**

11.4 Declaration of Independence

I, David Gibbs, declare that:

- I act as an independent visual specialist in this assessment;
- I have no financial interest in the proposed development other than remuneration for professional services rendered;
- I have no vested interest in the outcome of this application;
- the assessment has been undertaken objectively and professionally;
- the findings and conclusions presented in this report represent my professional opinion; and
- I have the necessary expertise to undertake this assessment.

11.5 Specialist Responsibility

This Visual Impact Assessment has been undertaken in accordance with accepted ethical practice for landscape and visual assessment.

The assessment is based on:

- site inspection;
- photographic documentation;
- spatial analysis;
- review of the architectural model; and
- professional judgement.

The specialist accepts professional responsibility for the accuracy and completeness of the information contained in this report.

11.6 Limitations

This assessment is based on:

- the development information available at the time of preparation;
- the architectural massing model provided by the project team; and
- site observations.

The assessment assumes that the development will be implemented substantially in accordance with the development envelope assessed in this report.

Minor variations during detailed design are not expected to materially affect the conclusions of the Visual Impact Assessment.

11.7 Declaration

I confirm that the information contained in this report is true and correct to the best of my knowledge and that the assessment reflects my professional opinion.

David Gibbs PrLArch (20128)
Visual Specialist

Signature: 

Date: 2026-06-10

12. SOURCE MATERIAL & REFERENCES

The preparation of this Visual Impact Assessment was informed by site inspection, spatial analysis, review of project documentation and reference to relevant professional guidelines. The following documents and sources were consulted in the preparation of this report.

12.1 Project Documentation

- ACG Architects. 2026.
  Three Anchor Bay Civic Node Concept Refinement Material. 29 April 2026.Gre 29 April 2026.
- ACG Architects. 2026.
  Three Anchor Bay Urban Design Concept Report. Draft report prepared for the City of Cape Town.
- ACG Architects. 2026.
  Three Anchor Bay Development – Draft Building Height Envelope. Concept drawing prepared for the City of Cape Town.
- ACG Architects. 2026.
  Infinity Three Anchor Bay – Project Information Document. Prepared for stakeholder consultation.
- ACG Architects. 2026. Three Anchor Bay Landscape Architecture Report (Draft).
- ACG Architects Three Anchor Bay Landscape Masterplan, June 2026.
- City of Cape Town. 2026.
  Three Anchor Bay Development – Town Planning Approach. Presentation document outlining planning framework and development parameters.
- Project team architectural massing model and spatial data supplied for the purposes of the Visual Impact Assessment.

12.2 Specialist Inputs

- Malan, L. 2026.
  Heritage Scoping Assessment for the Three Anchor Bay Development. Draft report prepared for Heritage Western Cape submission.
- Gibbs, D. 2026.
  Visual Impact Assessment – Three Anchor Bay Development. Specialist report prepared for Heritage Western Cape.

12.3 Planning and Environmental Policy

- City of Cape Town. 2012 (as amended). *Cape Town Zoning Scheme.*
- City of Cape Town. 2015. *Table Bay District Plan.*
- City of Cape Town. 2012. *Municipal Spatial Development Framework.*
- National Department of Arts and Culture. 1999. *National Heritage Resources Act (Act 25 of 1999).*

12.4 Visual Impact Assessment Guidelines

- Council for Scientific and Industrial Research (CSIR). 2006.
  Guidelines for Involving Visual and Aesthetic Specialists in Environmental Impact Assessment Processes.
- Institute of Environmental Management and Assessment (IEMA). 2013.
  Guidelines for Landscape and Visual Impact Assessment.
- Landscape Institute and Institute of Environmental Management and Assessment. 2013.
  Guidelines for Landscape and Visual Impact Assessment (GLVIA3).

12.5 Spatial and Mapping Sources

- Google Earth Pro. 2026. Satellite imagery and terrain modelling used for visual analysis.
- City of Cape Town GIS. 2026. Spatial data and aerial imagery used for site analysis.
- Project KMZ spatial model supplied by the project architects.

12.6 Site Inspection

- Site inspection undertaken by the visual specialist to document: landscape character; visual corridors; key viewpoints; relationship to surrounding urban fabric.
- Photographic documentation was undertaken from selected viewpoints used in the visual assessment.
- The information contained in this report is based on the documentation and spatial information available at the time of preparation.

ANNEXURES

ANNEXURE A: Recommended conditions

Introduction: The following conditions of approval are recommended in order to ensure that the proposed development is implemented in a manner consistent with the findings and recommendations of the Visual Impact Assessment. These conditions are intended to ensure that visual impacts remain within the acceptable limits identified in this assessment and that the development remains compatible with the surrounding urban environment and the Green Point Common cultural landscape. The conditions are intended to be suitable for incorporation into approvals issued by Heritage Western Cape and the City of Cape Town.

General Condition: The development shall be undertaken substantially in accordance with the development envelope and design principles assessed in the Visual Impact Assessment. Any material deviation from the approved development envelope that may affect building heights; building massing; visual corridors; or the relationship to the Green Point Common shall be referred to Heritage Western Cape for review.

Visual Corridors: The following visual corridors shall be retained and maintained as visually open alignments through the development site St Bede's Road corridor; Hill Road corridor; Clyde Road corridor; Wigtown Road corridor. The visual corridors shall remain aligned with the existing street structure; remain visually open and legible; not be obstructed by continuous building structures; not be enclosed by solid podium structures; and not be screened by dense vegetation. The corridors shall remain identifiable as visual openings across the site.

Building Heights: Building heights shall follow a graduated height strategy consistent with the Visual Impact Assessment. Building heights along the **Main Road and Green Point Common interface** shall generally remain within the range of approximately: **30 to 45 m.** Building heights along the **Helen Suzman Boulevard frontage** shall not exceed approximately: **45 m.** Selective height variation may be permitted at corner conditions; spatial thresholds; visual corridor edges; and view-framing locations, provided that such variations do not result in excessive visual prominence. Uniform building heights across the site shall be avoided. These height parameters should be understood as approximate development envelope thresholds intended to guide the overall massing strategy of the site rather than fixed architectural dimensions and may therefore vary slightly during detailed design provided that the visual indicators identified in the Visual Impact Assessment are maintained.

Building Massing: Building massing shall remain articulated; visually permeable; and compatible with the surrounding urban fabric. Continuous building blocks that create the appearance of a single megastructure shall be avoided. Development shall maintain a fragmented massing structure consistent with the development envelope assessed in the Visual Impact Assessment.

Relationship to the Green Point Common: Development along the Green Point Common interface shall maintain a landscaped edge; avoid excessive enclosure of the Common; maintain visual openness; and provide articulated building forms. The spatial primacy of the Green Point Common shall be maintained.

Pedestrian Scale: 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.

Skyline Control: Rooflines shall be designed to maintain a coherent skyline and avoid excessive visual clutter. Plant rooms and rooftop structures shall be integrated into the architectural design; or visually screened. No rooftop structures shall materially increase the apparent building height beyond the approved development envelope.

Tree Protection: Existing significant trees within and adjacent to the site shall be retained and protected wherever feasible. Development shall not adversely affect tree root zones; tree stability; or tree health. Particular care shall be taken to avoid impacts on trees associated with the Green Point Common and Fan Walk landscape.

Final Design Review: Final architectural drawings shall be reviewed to ensure consistency with the visual indicators and development envelope assessed in the Visual Impact Assessment. The review shall confirm building heights; massing; corridor retention; and Common interface treatment.

Implementation: The above conditions shall form part of any approval issued for the development and shall apply for the duration of the project.

Additional Condition: Any development intervention involving vertical additions to retained **civic / heritage buildings** shall be subject to detailed specialist visual and heritage review at SDP / architectural design stage. Additional built form shall:

- remain subordinate;
- be setback;
- avoid visually dominant rooftop accretion;
- preserve civic legibility;
- avoid compromising significant heritage spatial qualities.

ANNEXURE B: Viewpoint Register

Introduction: This annexure provides the **Viewpoint Register** for the Three Anchor Bay Visual Impact Assessment. The viewpoints were selected to represent the principal visual receptors and view types identified in Section 5. Viewpoint locations correspond with the placemarks contained in the project **KMZ spatial model** and represent the positions from which visual simulations have been prepared and assessed. The viewpoints include corridor viewpoints; Green Point Common viewpoints; streetscape viewpoints; infrastructure viewpoints; and distant viewpoints. The viewpoints provide a representative sample of the range of visual experiences associated with the site.

Viewpoint Methodology: Viewpoints were selected based on public accessibility; receptor sensitivity; degree of visibility; representation of key visual resources; and relevance to heritage-related visual relationships. All simulations are prepared using eye-level camera height of approximately **1.6 m above ground level**; equivalent focal length of approximately **50 mm** (unless otherwise noted); georeferenced camera positions; and verified viewing directions.

Viewpoint Register: Table B1 – Viewpoint Locations and Parameters

VP No	Viewpoint Name	Location Description	Receptor Type	Latitude (S)	Longitude (E)	Camera Height	Lens	View Direction	Purpose
VP1	St Bede's Corridor	St Bede's Rd looking north toward site	Residents / pedestrians	-33.910256°	18.399576°	1.6 m	50 mm	North	Test corridor integrity
VP2	Hill Road Corridor	Hill Rd alignment toward Common	Residents	-33.910107°	18.402359°	1.6 m	50 mm	North	Test permeability
VP3	Clyde Road Corridor	Clyde Rd alignment toward site	Residents	-33.907916°	18.404479°	1.6 m	50 mm	North	Corridor framing
VP4	Wigtown Corridor	Wigtown Rd alignment	Residents	-33.907717°	18.406832°	1.6 m	50 mm	North	Corridor continuity
VP5	Main Road Streetscape	Main Rd opposite site	Pedestrians	-33.908223°	18.397694°	1.6 m	35–50 mm	North	Streetscape scale
VP6	Common Edge	Green Point Common facing site	Park users	-33.904440°	18.402781°	1.6 m	50 mm	South	Common interface
VP7	Boulevard View	Helen Suzman Blvd verge	Motorists	-33.907256°	18.404050°	1.6 m	35 mm	South	Infrastructure interface
VP8	Promenade View	Promenade opposite Common	Recreational users	-33.906455°	18.397873°	1.6 m	50–70 mm	East–South-East	Skyline test
VP9	High Level View	High Level Rd overlook	Elevated receptors	-33.910329°	18.401277°	1.6 m	70 mm	North	Overall composition
VP10	Signal Hill View	Signal Hill mid-slope	Distant receptors	-33.917475°	18.402690°	1.6 m	100–150 mm	South-East	Distant skyline

Figure 24: Viewpoint locations: Source: GEP

Figure 25: primary view corridors through urban fabric. Source: GEP

Viewpoint Categories

Corridor Viewpoints: The following viewpoints represent the four mandated visual corridors:

- VP1 – St Bede's Road
- VP2 – Hill Road
- VP3 – Clyde Road
- VP4 – Wigtown Road

These viewpoints represent the **highest sensitivity visual receptors** and form the primary basis for the VIA assessment. VP1 and VP2 pass directly across the subject site.

Common Viewpoints: The following viewpoints represent views from the Green Point Common:

- VP6 – Common Edge
- VP8 – Promenade

These viewpoints represent **high-sensitivity public receptors**.

Streetscape Viewpoints: The following viewpoints represent streetscape conditions:

- VP5 – Main Road
- VP9 – High Level Road

These viewpoints illustrate the integration of the development into the surrounding urban fabric.

Infrastructure Viewpoints : The following viewpoint represents the boulevard environment:

- VP7 – Helen Suzman Boulevard

This viewpoint represents a **moderate sensitivity receptor**.

Distant Viewpoints: The following viewpoint represents long-distance visibility:

- VP10 – Signal Hill

This viewpoint illustrates the contribution of the development to the broader Atlantic Seaboard skyline.

Simulation Standards: All visual simulations shall be based on verified viewpoint coordinates; be aligned with survey-based terrain; use georeferenced architectural models; include baseline photographs; include digital overlays; and include final photomontages.

Accuracy Statement: The viewpoints identified in this register correspond with the locations contained in the project KMZ model. Coordinates and viewing directions will be verified prior to submission of the final Visual Impact Assessment.

ANNEXURE C: Viewpoint Photos & Simulations

Introduction: This annexure presents the photographic record and corresponding visual simulations prepared in support of the Visual Impact Assessment for the proposed Three Anchor Bay development. The plates illustrate the receiving visual environment; the character of the surrounding urban fabric; the Green Point Common interface; established visual corridors; and representative viewpoints.

Each plate presents: the baseline photograph (existing condition); and the visual simulation (proposed condition). This allows direct comparison of the "before" and "after" visual condition from each viewpoint. The viewpoints correspond with those identified in • Section 5 – Viewpoints & Visual Corridors and Annexure B – Viewpoint Register.

Photographic Method: Representative photographs use eye-level camera height (approximately 1.6 m); normal focal length (50 mm equivalent); georeferenced camera positions where possible; clear atmospheric conditions. Photographs are intended to provide an accurate representation of the receiving visual environment and serve as the baseline condition for the visual simulations.

Simulation Methodology: The visual simulations are based on the architect's georeferenced KMZ model; verified site photography; terrain data from Google Earth and survey sources; building footprints and development envelope information; and verified viewpoint coordinates. The simulations represent the maximum development envelope and therefore illustrate a reasonable worst-case visual scenario.

Camera Parameters: Simulations were prepared using Eye-level camera height: 1.6 m; Standard lens: 50 mm equivalent; Wide views: 35 mm equivalent; Telephoto views: 70–120 mm equivalent for distant viewpoints. These parameters approximate normal human visual perception.

Simulation Types: Simulation types are included building envelopes; height relationships; corridor widths; skyline relationships, etc to verify geometric accuracy; Massing simulations to Illustrate volumetric relationships; building articulation; and skyline composition; to illustrate the overall visual structure of the proposal. The resulting Photomontages illustrate realistic appearance; scale relationships; visual prominence and corridor performance. The photomontages represent the anticipated visual condition following development.

Viewpoint Plates: Each viewpoint plate presents the baseline photograph and the corresponding visual simulation; with interpretation notes.

Accuracy Statement

The visual simulations are based on georeferenced viewpoint locations; verified viewing directions; scaled architectural models; and digital terrain data. The simulations represent a reasonable and accurate representation of the proposed development. Minor variations may occur during detailed design.

Viewpoint Plate VP1 – St Bede's Road Corridor

Existing Condition

Figure 26: Photograph VP1-A

Simulated Condition

Figure 27: VP1 Photomontage]

Key Observations

The corridor remains visually open; development frames rather than terminates the view; Moderate visual change within an established urban context.

Viewpoint Plate VP2 – Hill Road Corridor

Existing Condition

Figure 28 : Photograph VP2-A

Simulated Condition

Figure 29: VP2 Photomontage

Key Observations

Corridor remains legible with limited enclosure; articulated building forms reduce perceived bulk; scale remains compatible with surrounding urban fabric.

Viewpoint Plate VP3 – from Clyde Road Corridor intersection with Main Road

Existing Condition

Figure 30: Photograph VP3-A

Simulated Condition

Figure 31: VP3 Photomontage

Key Observations

Partial openness retained; with tree belt preserved; framed views maintained.

Viewpoint Plate VP4 – from Wigtown Road Corridor intersection with Main Road

Existing Condition

Figure 32: Photograph VP4-A

Simulated Condition

Figure 33: VP4 Photomontage]

Key Observations

Urban streetscape remains legible, limited visibility above treeline in distance.

Viewpoint Plate VP5 – Main Road Streetscape

Existing Condition

Figure 34: Photograph VP5-A]

Simulated Condition

Figure 35: VP5 Photomontage

Key Observations

Building heights compatible with surrounding context; Active frontage reinforces urban character.

Viewpoint Plate VP6 – Green Point Common

Existing Condition

Figure 36: Photograph VP6-A

Simulated Condition

Figure 37: VP6 Photomontage

Key Observations

Common remains visually dominant; Development defines but does not enclose open space edge.

Viewpoint Plate VP7 – Helen Suzman Boulevard

Existing Condition

Figure 38: Photograph VP7-A

Simulated Condition

Figure 39: VP7 Photomontage

Key Observations

Development introduces urban definition to infrastructure corridor; appropriate scale relative to boulevard environment

Viewpoint Plate VP8 – Promenade

Existing Condition

Figure 40: Photograph VP8-A

Simulated Condition

Figure 41: VP8 Photomontage]

Key Observations

Development integrates into existing skyline; o dominant intrusion given scale compatibiity

Viewpoint Plate VP9 – High Level Road

Existing Condition

Figure 42: Photograph VP9-A

Simulated Condition

Figure 43: VP9 Photomontage

Key Observations

Development reads as part of neighbourhood fabric; Massing variation reduces visual dominance

Viewpoint Plate VP10 – Signal Hill

Existing Condition

Figure 44: Photograph VP10-A

Simulated Condition

Figure 45: VP10 Photomontage

Key Observations

Minor skyline component; low visual prominence at this distance

ANNEXURE D: Glossary

This glossary defines key terms used in this Visual Impact Assessment. The terminology is consistent with accepted Visual Impact Assessment practice and with the CSIR *Guidelines for Involving Visual and Aesthetic Specialists in EIA Processes (2006)*.

Agricultural Landscape Character:
The visual qualities associated with productive or historically productive land uses, including planting patterns, spatial structure, boundary treatments and vegetation forms that contribute to a working landscape appearance.

Approved Baseline Envelope:
The development parameters already authorised through statutory approvals, including subdivision, zoning and site development plan approvals, against which proposed amendments are assessed.

Comparative Assessment:
An assessment method in which the visual impacts of a proposed development are evaluated relative to an approved development envelope or previously authorised condition.

Cultural Landscape:
A landscape that reflects the interaction between people and their natural environment over time, including historical, scenic, social and symbolic values.

Landscape Character:
The distinct and recognisable pattern of elements that occur consistently in a particular landscape and contribute to its identity.

Landscape Character Unit:
A geographically distinct area with a consistent pattern of landscape elements and visual characteristics.

Magnitude of Change:
The degree of visual change introduced by a development, considering scale, contrast, visibility and extent of the affected view.

Mitigation:
Measures implemented to avoid, reduce or offset adverse visual impacts and enhance positive landscape outcomes.

Residual Impact:
The visual impact remaining after all feasible mitigation measures have been implemented.

Sensitivity:
The degree to which a landscape or visual receptor can accommodate visual change without adverse effect.

Significance:
The overall importance of a visual impact determined through the combination of magnitude of change and receptor sensitivity.

- **Note: the VIA distinguishes between the *degree of visual change* (significance) and the *qualitative outcome* (nature of impact); a high level of change does not necessarily equate to a negative visual outcome.**

Viewpoint:
A geographically fixed location from which a visual assessment or visual simulation is undertaken.

Visual Absorption Capacity (VAC):
The ability of a landscape to visually absorb development without significant change to its visual character, typically influenced by landform, vegetation and existing development patterns.

Visual Corridor:
A linear visual alignment that maintains a visual connection between different parts of the landscape and contributes to spatial legibility.

Visual Impact:
A change in the appearance of the landscape resulting from development that affects the way in which the landscape is experienced.

Visual Receptor:
An individual or group of people likely to experience visual effects.

Zone of Visual Influence (ZVI):
The Zone of Visual Influence (ZVI) is the area within which a proposed development may theoretically be visible, taking into account landform, built form and vegetation.

The ZVI represents a **maximum potential visibility envelope** and is used to define the spatial extent of the visual study area.
Actual visibility within the ZVI may vary depending on:

- topography;
- vegetation cover;
- buildings; and
- local screening conditions.

ANNEXURE E: Curriculum Vitae

Specialist Details

Name: David Gibbs
Profession: Landscape Architect, Environmental Planner and Heritage Practitioner
Professional Registration: Professional Landscape Architect (PrLArch): South African Council for the Landscape Architectural Profession (SACLAP) Registration No.: 20128

Fields of Expertise

- Visual Impact Assessment
- Cultural Landscape Assessment
- Heritage Impact Assessment
- Landscape Planning and Design
- Environmental Planning
- Urban Design Advisory

Years of Professional Experience: More than 20 years professional experience in landscape architecture, heritage assessment and environmental planning.

Qualifications

Master of Landscape Architecture (MLArch) University of Cape Town
Bachelor of Architectural Studies (BAS) University of Pretoria
These qualifications provide a strong foundation in landscape architecture and architectural design that underpins the specialist's work in visual impact assessment and cultural landscape analysis.

Professional Registration

South African Council for the Landscape Architectural Profession (SACLAP)
Professional Landscape Architect (PrLArch) Registration No.: 20128

Voluntary Association Memberships

Association of Professional Heritage Practitioners (APHP): Professional Member
Institute for Landscape Architecture in South Africa (ILASA): Professional Member
International Federation of Landscape Architects (IFLA): Member (Africa Region)
International Council on Monuments and Sites (ICOMOS): Member (Cultural Landscapes Scientific Committee affiliation)

Professional Experience

David Gibbs is a Professional Landscape Architect and Heritage Practitioner with extensive experience in landscape planning, cultural landscape assessment and visual impact assessment. He has undertaken numerous Visual Impact Assessments and heritage-related studies throughout the Western Cape and has extensive experience in assessing development proposals within sensitive cultural landscapes and urban heritage environments. His work includes Visual Impact Assessments for:

- urban development projects
- infrastructure projects
- renewable energy facilities
- telecommunications infrastructure; and
- agricultural landscapes

He has particular expertise in:

- urban cultural landscapes

- scenic routes and view corridors
- heritage environments; and
- complex urban development sites

Relevant Project Experience

Selected Visual Impact Assessment and heritage-related projects include:

Urban Development Projects

- Three Anchor Bay Development – Visual Impact Assessment
- V&A Waterfront Canal District – Visual Impact Statement
- 120 Buitengracht Street Development – Visual Impact Assessment

Cultural Landscape Projects

- Macassar Dunes Conservation Framework
- Chapman's Peak Cultural Landscape Assessment
- Meerendal Cultural Landscape Guidelines

Renewable Energy Projects

- Dal Josaphat Solar Energy Facility – Visual Impact Assessment
- Riversdale Renewable Energy Projects – Visual Impact Assessment

Infrastructure Projects

- Telecommunications Infrastructure Visual Impact Assessments (Multiple Projects)
- Berg River Water Project – Cultural landscape heritage

Agricultural Landscape Projects

- Belmonte Estate – Visual Impact Assessment
- Beaumont Estate – Visual Impact Assessment
- Raithby Development – Visual Impact Assessment

Specialist Experience in Visual Impact Assessment

David Gibbs has extensive experience in the preparation of Visual Impact Assessments in accordance with CSIR guidelines and heritage assessment practice. His experience includes visual scoping studies; visual impact assessments; visual impact statements; visual indicator frameworks; and cultural landscape assessments. Visual Impact Assessments prepared by the specialist have been submitted to: Heritage and Western Cape, Environmental Authorities, Local Authorities and Planning Tribunals.

Declaration of Expertise

I confirm that:

- I act as an independent specialist in this assessment
- I have the necessary expertise to undertake this study
- the information presented in this report is accurate and true to the best of my knowledge; and
- the assessment reflects my specialist opinion.

DGibbs

David Gibbs PrLArch (20128)
Date: 15th June 2026

ANNEXURE F: Declaration

Specialist Declaration and Statement of Independence

I, David Gibbs, acting as an independent Visual Impact Assessment (VIA) specialist, hereby declare that the information, opinions, and recommendations expressed in this report are based on my specialist knowledge, field experience, and independent review of the project documentation.

I have no vested interest in the outcome of the proposed development and no financial or other relationship with the applicant or its professional team that could influence my impartiality. This report has been prepared in good faith, in accordance with the National Environmental Management Act (Act 107 of 1998) and the National Heritage Resources Act (Act 25 of 1999) and aligns with the **Western Cape Department of Environmental Affairs and Development Planning Guideline for Involving Visual and Aesthetic Specialists in EIA Processes (CSIR, 2005)**.

All reasonable specialist skill, care, and diligence have been applied in the preparation of this report. The findings reflect the final Site Development Plan and development parameters forming part of the current application.

Signed: DGibbs

David Gibbs
Cape Town, 15th June 2026