



New Market Social Housing Scheme

Erf 14888-0-1, Woodstock, Cape Town



(Source: Square One Landscape Architects)

Visual Statement

August 2021

Visual Impact Assessment prepared by **Square One Landscape Architects**

For Rennie Scurr Adendorff Architects

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ABBREVIATIONS

CoCT	City of Cape Town
CBD	Central Business District
DEA&DP	Department of Environmental Affairs and Development Planning
FOV	Field of View
HIA	Heritage Impact Assessment
POS	Public Open Space
VAC	Visual Absorption Capacity
VIA	Visual Impact Assessment
HPOZ	Heritage Protection Overlay Zone

DEFINITIONS

Impact	A noticeable change to the status quo when perceived under normal conditions. This change is not necessarily negative or positive, but may contain aspects of both.
Impact (visual):	A description of the effect of an aspect of the development on a specified component of the visual, aesthetic or scenic environment within a defined time and space.
Issue (visual):	A context-specific question that asks “what will the impact of some activity/aspect of the development be on some element of the visual, aesthetic or scenic environment?”
Landscape integrity:	The relative intactness of the existing landscape or townscape, whether natural, rural or urban, and with an absence of intrusions or discordant structures.
Receiving environment:	The surrounding area within which the development is situated. The area depends on the scale of the development and its influence on the context.
Receptors:	Individuals, groups or communities who are subject to the visual influence of a particular project. Also referred to as observers, viewers, or viewer groups.
Sense of place:	The unique quality or character of a place, whether natural, rural or urban. Relates to uniqueness, distinctiveness or strong identity. Sometimes referred to as genius loci meaning 'spirit of the place'.
View catchment area:	A geographic area, usually defined by the topography, within which a particular project or other feature would potentially be visible. Sometimes called the visual envelope.
View corridor/ Visual Corridor:	A linear geographic area, usually along movement routes, that is visible to users of the route.
Viewpoint:	A selected point in the landscape from which views of a particular project or other feature can be obtained.
Visual	The full range of visual, aesthetic, cultural and spiritual aspects of the environment, which together contribute to the sense of place.
Visual Absorption Capacity:	The ability of an area to visually absorb development as a result of screening topography, vegetation or structures in the landscape.
Visual exposure:	The proportion of a project or feature visually exposed to receptors.
Visual intrusion	Visual intrusion refers to the compatibility of the project with the particular characteristics and qualities of the receiving environment.
Zone of visual influence:	An area subject to the direct visual influence of a particular project.

1. INTRODUCTION

1.1. Background

The City of Cape Town has identified Erf 14888-0-1 as a likely site for the development of Social Housing and has appointed GladAfrica to oversee the development proposal. Rennie Scurr Adendorff Architects (RSA) were appointed by GladAfrica to advise on the heritage process pertaining to the proposal. Square One Landscape Architects (Square One) were appointed by Rennie Scurr Adendorff to undertake a Visual Statement to inform the Heritage Impact Assessment (HIA) required for the development of erven 14888-0-1, Woodstock, Cape Town to accommodate a mixed use social housing development (the proposed project). The proposal is currently at the earliest stage of the development process, and no details are presently available as to what the development will comprise. However, as the development is for much needed social housing in close proximity to the City centre, it is likely that occupation density will be maximised.

1.2. Approach to the Study

This Visual Statement is guided by the criteria outlined by the Department of Environmental Affairs and Development Planning (DEA&DP) Guideline for Involving Visual and Aesthetic Specialists in the Environmental Impact Assessment process (the DEA&DP Guidelines) (Oberholzer, 2005), which recommends that the following concepts underpin the visual evaluation of development proposals:

- Understand that 'visual' implies the full range of visual, aesthetic, cultural and spiritual aspects of the environment, which together contribute to the local character and sense of place;
- Understand that 'impact' means a noticeable change to the status quo when perceived under normal conditions and this change is not necessarily negative or positive, but may contain aspects of both;
- Identify all significant scenic resources, including protected areas, scenic drives, sites of special interest and tourist destinations, together with their relative importance within the region;
- Understand the dynamic landscape processes, including geological, biological, horticultural and human settlement patterns, which contribute to landscape character, visual attributes and scenic amenity value;
- Include both quantitative criteria, such as visibility, and qualitative criteria, such as aesthetic value or sense of place to achieve a balanced perception of visual impact;
- Include visual input as an integral part of the project planning and design process, to ensure that the visual findings and recommended measures for mitigation can influence the final design pro-actively; and
- Determine the value and significance of visual and aesthetic resources responsibly through a rigorous process, of which participatory public engagement forms an essential component.

The proposed development is likely to maximise the occupation density of the site. As the proposal is still in the early stages of the development process, there are currently no details available as to what the development will comprise. However, based on the proposed scale and building typology of the proposed project (4-13 storeys) within its context; a moderate to high visual impact on the receiving environment can be expected, depending on the final design of the building, according to the DEA&DP Guidelines. As a result, it has been determined that a Level 3 Visual Impact Assessment (VIA) is required to assess the potential visual impacts associated with the proposed project (Oberholzer, 2005). This Visual Statement has been prepared based on the general criteria of a Level 3 VIA, as appropriate to the heritage process required and will aim to advise on the scale and massing of the proposed development as well as assess whether or not a Level 5 VIA will be required.

1.3. Terms of Reference

The general terms of reference for the Visual Statement are as follows:

- Review background data and documentation
- Visit and photograph the site, collate visual data and process visual information
- Describe the receiving environment and the proposed project
- Establish view catchment area and visual receptors
- Identify issues and/or particular visual concerns
- Review the project proposal against established visual criteria
- Prepare visual guidelines and recommend visual mitigation measures, as related to heritage resources
- Compile draft Visual Statement for discussion and review

1.3. Methodology

The methodology to complete the Visual Statement includes the following:

- Existing information regarding the proposed project, site and surrounding area was collected and reviewed.
- A site visit was undertaken in August 2021 and the site was photographed to record visual data and to determine the extent of visibility of the site from specific locations in the landscape.
- The relevant spatial data was collated within a defined area surrounding the site, including informants related to landscape character and existing developments.
- The development proposal was tested against the visual impact criteria (visibility, visual exposure, sensitivity of the site and receptors, Visual Absorption Capacity (VAC) and visual intrusion).
- Visual issues were identified and visual impacts (opportunities and constraints) were described.
- Landscape and visual guidelines were developed and mitigation measures were recommended to reduce potential visual impacts and address potential visual issues.

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1.4. Assumptions and Limitations

A number of assumptions and limitations apply to this Visual Statement:

- It is assumed that the information provided to Square One is correct, that the proposed project is reasonable and feasible and that no fatal flaws associated with the project were identified during the planning process. It is also assumed that the development seeks to unlock the most appropriate use of the site.
- The Visual Statement is aimed at the assessment of visual impacts on the heritage resources at the site as part of the HIA process. General visual impacts associated with the project, such as those on neighbouring properties that are not considered heritage resources are therefore excluded from this assessment.
- Photographs were taken from publicly accessible areas only, specifically along major routes and visual corridors that could potentially be affected by the proposed development.
- The digital generation of the viewsheds is based on topographical Lidar information, which includes the screening effect of existing vegetation and buildings. Lidar information is considered to provide an adequate (although not 100% accurate) depiction of the heights, scale and massing of structures, vegetation and landforms within the affected environment and is considered sufficient for the generation of viewshed mapping. The accuracy of the viewshed was also verified through a ground truthing exercise.
- As part of the viewshed analysis, the proposed development is recorded as being visible from a certain viewpoint even if only a portion of proposed development is visible from that viewpoint. The viewshed analysis is therefore limited in that it does not describe the degree of visual exposure of the entire development. However, the estimated degree of visual exposure of the development is qualitatively defined and described.
- The findings of this Report are based on the available information and the professional opinion of the authors of this Report. Should additional information regarding the proposed project become available, the findings of this Report may need to be amended.

1.5. Information Sources

Information used for the preparation of this report has been provided by the project professional team, as follows:

Heritage Consultants: **Rennie Scurr Adendorff Architects**
Mike Scurr
Katie Smuts

Architecture Consultants: **MDA Architects**
Dumisani 'DT' Mdakane

2. PROJECT DESCRIPTION

2.1. Site Location

The earmarked site is located at the interface between the Cape Town CBD and the suburb of Woodstock and is positioned north of Newmarket Street in Woodstock, Cape Town. (See Figure 2.1.1 to Figure 2.2.2). The site is currently used as a public parking lot and is zoned as Public Open Space, measuring roughly 8600m². (RSA; 2020). The site is bounded by multiple railway lines to the north and the N2 National Highway to the west. The surrounding land use is mixed, and includes medium density light industrial, office and residential space located in multi-storey buildings of three to six storeys. To the west of site, land use is coarse-grained, dominated by several large, public buildings including the Cape Town Station, the Good Hope Centre and the Castle of Good Hope. (RSA; 2020). Single use residential areas associated with the Woodstock suburb are located roughly 220m to the south of the proposed development site, while the more densely developed mixed-use zones adjacent to Sir Lowry Road are located within 50m of the site.

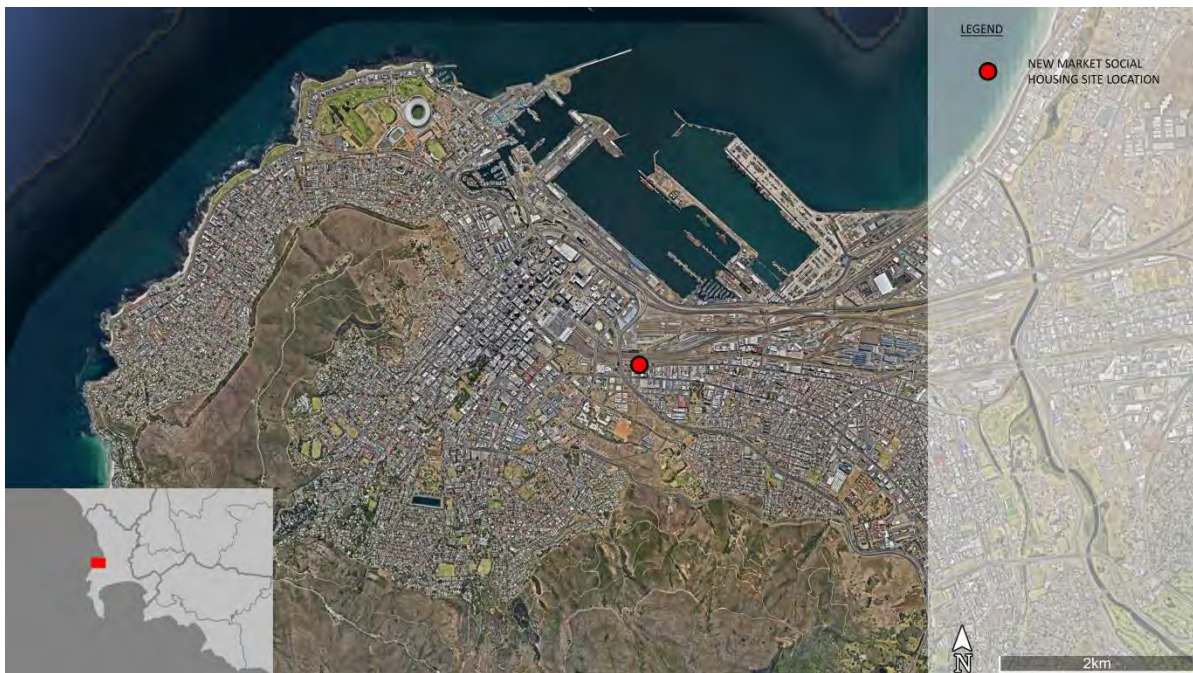


Figure 2.1.1: Locality Map



Figure 2.1.2: Site location in relation to adjacent areas

2.2. Project Description

The proposed mixed use development will consist of a building of approximately 13 storeys high. The building will consist of two residential components including social housing with an estimated 296 units and residential apartments with an estimated 496 units. The building will also include a ground floor retail space estimated at 4548m² as well as basement level parking and semi-enclosed private parks. The development will entail the rezoning of the site to General Residential, Business and/or Mixed Use to accommodate housing and mixed use development. The project aligns generally with the provisions of the Cape Town Spatial Development Framework (2012), the Table Bay District Plan (2012) and the CoCT’s Transit-Orientated Development (TOD) Strategic Framework (2016) in terms of its location and design intent as a high density mixed use development with a residential and social housing component along an identified public transport route.



Figure 2.2.1: Site in relation to District 6



Figure 2.2.2: Site Location with surrounding streetscape

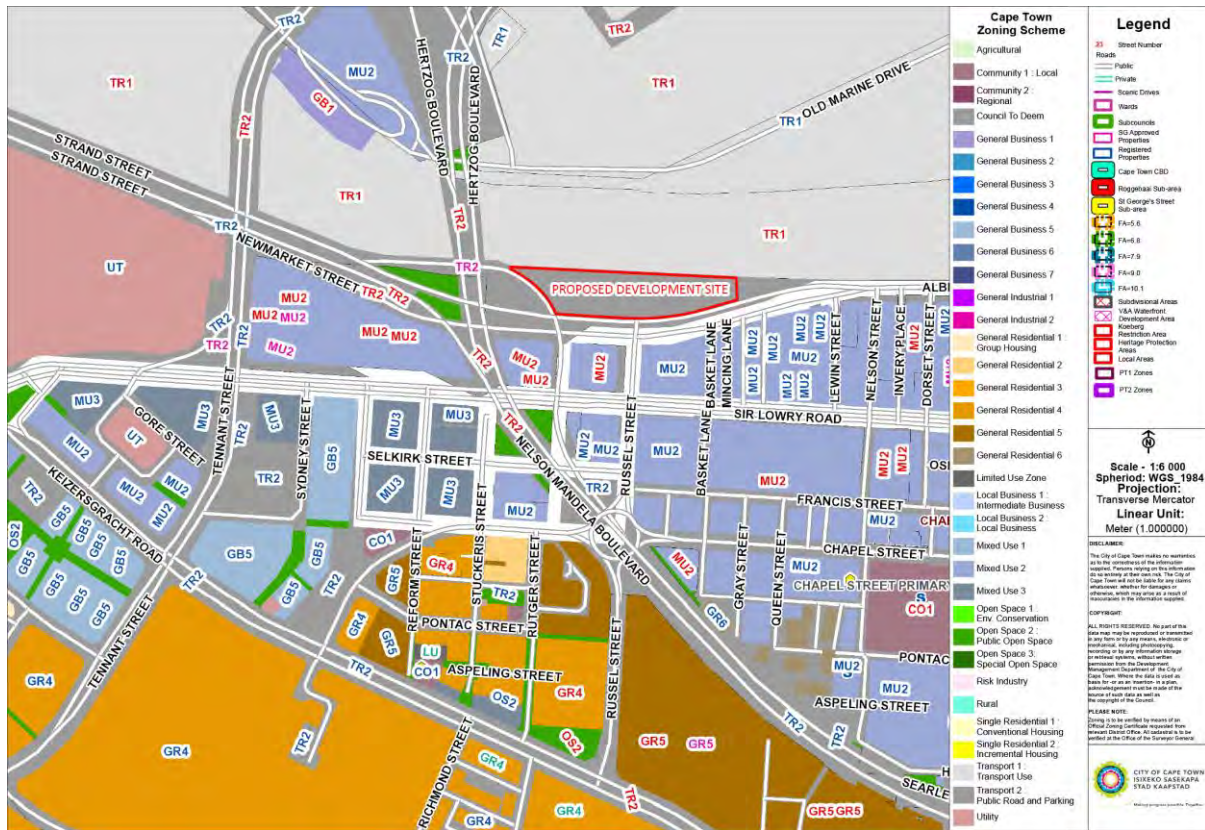


Figure 2.2.3: Zoning map for the area surrounding the proposed development site. (CoCT; 2021)

2.3. Project Motivation

The CoCT has the site for the development of Social Housing for the following reasons:

- The site presents a viable residential development opportunity.
- The sites proximity to economic resources, facilities, infrastructure and transport nodes.
- The site is well situated for the provision of affordable housing.
- The site is located close to the Cape Town CBD.

The CoCT's policy of densification aims to encourage efficient transport, reduce natural resource degradation and increase accessibility to economic resources by locating higher density developments in strategic locations within the City. The proposed development site is considered to be extremely well located, close to retail opportunities, schools, places of worship, public open space and public transport facilities. The site therefore lends itself to residential development, as it is appropriately supported by the surrounding activities.

2.4. Site Development Concept

GladAfrica and MDK Architects (2021) prepared a proposed development concept and design vision for the site (see Figure 2.5.1 to Figure 2.5.5). The proposed development will entail the construction of approximately 792 residential dwelling units, with units ranging from 30m² for social housing to 65m² for apartments. The intention is for the zoning of the site to be changed to General Residential, Business and/or Mixed Use to accommodate housing and mixed use development. The development is proposed to be primarily residential, as there is currently a wide variety of retail, commercial and community activities in the immediately surrounding area.

Social housing is proposed and is defined as "a rental or co-operative housing option for low to medium income households at a level of scale and built form which requires institutionalised management and which is provided by social housing institutions or other delivery agents in approved projects in designated restructuring zones with the benefit of public funding as contemplated in this Act" (Social Housing Act No. 16 of 2008). A considerable number of parking spaces (roughly 1106 bays) will be required due to the density of the development. It is therefore proposed that parking is accommodated through a multi-storey basement level parking area.

The intention is for the main vehicular access to the site to be taken off Newmarket Street (to the south of the site) at the intersection with Russell Street.

The original intention was for the buildings to be limited to a height of 4 storeys. However, additional density has been called for at the site. As a result, more expensive elements such as the basement level parking and lifts will be required. This would decrease the affordability of the units and therefore needs to be carefully considered. The development of a 13 storey building at the site has been taken into consideration in terms of the VIA to assess the visual feasibility of a higher density mixed use building at the site.

2.5. Design Principles

A number of Design Principles were developed by MDK Architects as underlying principles for the development concept (MDK; 2021). The development concept aims to highlight the key elements that underpin the design approach. These elements are as follows:

- Rejuvenate the neighbourhood through the environmentally conscious and modern design of the development.
- Community building and integration through the configuration of the apartments in a manner that allow for recreational areas to be centralised, encouraging integration and allowing for passive surveillance.
- Engaging green spaces in the form of semi-enclosed parks that will provide quality outdoor space across the site.
- Architectural Language that makes use of a modernised aesthetic that enhances the vision of the development as part of a future African city and uplifting the urban fabric.



Figure 2.5.1: Ground Floor Layout – 13 Storey Building Proposal

Source: MDK Architects, 2021



Figure 2.5.2: Typical Floor Layout – 13 Storey Building Proposal

Source: MDK Architects, 2021



Figure 2.5.3: Section through proposed development – 13 Storey Building Proposal

Source: MDK Architects, 2021



Figure 2.5.4: Development Concept: Massing and Bulk Model – 13 Storey Building Proposal

Source: MDK Architects, 2021



Figure 2.5.5: Development Concept: Massing and Bulk model – 13 Storey Building Proposal

Source: MDK Architects, 2021



Figure 2.5.6: Ground Floor Layout – 4 Storey Building Proposal

Source: MDK Architects, 2020



Figure 2.5.7: Typical Floor Layout – 4 Storey Building Proposal

Source: MDK Architects, 2020



Figure 2.5.8: Development Concept: Massing and Bulk Model – 4 Storey Building Proposal

Source: MDK Architects, 2020



Figure 2.5.9: Development Concept: Massing and Bulk model – 4 Storey Building Proposal

Source: MDK Architects, 2020

3. RECEIVING ENVIRONMENT

Landscape character constitutes the attributes which make an area unique. It is defined by the U.K. Institute of Environmental Management and Assessment as the “distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape, and how this is perceived by people. It reflects particular combinations of geology, land form, soils, vegetation, land use and human settlement.” It contributes to the specific ‘sense of place’ or essential character and ‘spirit of the place’.

This section describes the receiving visual environment that will be affected by the proposed development. The landscape character and sense of place of the site and surroundings is described, based on an understanding of the topography, landform, vegetation cover, anthropogenic influences and historic land use patterns.

3.1. Site Characteristics

The site is located in the Cape Town suburb of Woodstock, in the low-lying area between the docks of Table Bay and the lower slopes of Devil's Peak (formally the historic shoreline of the City), and is roughly 1km east of Cape Town's CBD. The site is located in close proximity to both the PRASA owned Cape Town Railway Station (approx. 700m) and the railway lines that connects the Cape Town CBD to a number of outlying areas including the Cape Flats, the Northern Suburbs and the Southern Suburbs. It is also located in close proximity to Sir Lowry Road, a slightly denser urban environment which has developed along the M4 Metropolitan Route. The site itself is currently vacant, and is leased to surrounding offices for use as parking. While the topography of the site is largely flat, the topography of the area rises steeply towards Devils Peak to the south with Table Mountain providing a striking visual backdrop to the south and south west of the site (see Figure 3.1.1).



Figure 3.1.1: View from site, looking in a southerly direction towards Devils Peak and Table Mountain (Square One; 2021)

The site has been significantly transformed and no remnants of indigenous plant species remain, however, there are a number of trees found on the site, both indigenous and exotic. There are no natural drainage lines or watercourses associated with the site. Access to the site from Newmarket Street (R102) is via an entrance at the south eastern corner of the fenced portion of the site. The entire fenced portion of the site is currently being used as a paid-for parking lot and as such is completely paved. The site is bounded to the north by multiple railway lines and to the west by the N2 National Route on-ramp of Nelson Mandela Boulevard. To the south is Newmarket Street (R102)

and to the east is a separate vacant portion of Erf 14888-0-1 that is partially fenced and has a lawn and asphalt surface.

A number of trees are associated with the site, including the prominent and mature Ficus species that are positioned sporadically within the sites perimeter boundary. (See Figure 3.1.2). Additionally, there are a number of trees planted along the site perimeter. There are multiple Ficus trees along the Newmarket Street boundary that are being used to screen the southern border from the R102 as well as numerous trees along the northern boundary of the site to screen the railway lines. (See Figure 3.1.2).



Figure 3.1.2: View from site, looking in a south-westerly direction showing existing trees (Square One; 2021)

3.2. Settlement Patterns/Landscape Character

The site is located at the interface between the Cape Town CBD and Woodstock and as such the surrounding land use is mixed, including medium density light industrial and office and residential space located in multi-storey buildings of three to six storeys. The residential areas to the south (approx. 220m) are characterized by predominantly single storey buildings that have been declared part of the Chapel Street Heritage Protection Overlay Zone (HPOZ). (RSA; 2020). The commercial areas to the south of the proposed development site (approx. 30m) range from 3 to 6 storeys and are located predominantly along the Victoria Road HPOZ of Sir Lowry Road (M4). To the west of proposed development site, land use is coarse-grained and dominated by several large, public buildings including the Cape Town Railway Station, the Good Hope Centre and the Castle of Good Hope. (RSA; 2020). The site is therefore located in a transition zone between medium density and higher density development.

3.3. Heritage Resources

A historical background study was completed by Rennie Scurr Adendorff Architects for the site in November 2020 with heritage resources pertaining to the site falling into two categories, namely archaeological resources, that can only be determined through further on-site investigations, and graded resources of historical and social significance in terms of the development of the City of Cape Town, and the suburbs of District Six and Woodstock. (RSA; 2020). The information in this Section relates to information described in RSA's study and is hereby referenced.

The relevant resources and graded Heritage Protection Overlay Zones are as follows:

3.3.1 Victoria Street HPOZ

Victoria Street HPOZ (Gazette 5231, Feb 20 1998) recognises the “exemplary streetscape of later 19th and early 20th century commercial buildings, demonstrating the expansion of Cape Town along a historical route towards both the south and the hinterland. Later commercial buildings from art deco and modernist period offer an interesting counterpoint to the colonnaded Victorian and Edwardian buildings. Colonnades, shop fronts, parapet walls and the fine grain of the area are critical components of the streetscape.” (RSA; 2020).

Russel Street (Directly south of the proposed development site) connects under the elevated Nelson Mandela Boulevard (N2), through the significant Victoria Rd HPOZ and up to District Six (See Figure 2.2.1) and its symbolic Hanover Street.

3.3.2 Chapel Street HPOZ

The Chapel Street HPOZ (Gazette 5231, Feb 20 1998) recognises the “last remaining portion of District Six. An area of dense working class housing in a generally authentic state. Small row houses with wooden fretwork verandah's and corrugated iron roofs. Interspersed with institutional buildings and workshops. Stark treeless area with little room for vegetation.” (RSA; 2020).

3.3.3 Albert Road HPOZ

The Albert Road HPOZ (Gazette 5231, Feb 20 1998) reiterates the description of the Victoria Street HPOZ, and goes on to state that the “continued improvement of the streetscape through maintenance and restoration promises to anchor Albert Road as an important small business hub.” (RSA; 2020).

3.3.4 Archaeological Resources

Archaeological resources pertain to the as yet undefined history of the site itself in terms of its proximity to highly significant, now no longer extant, historical sites. These sites include the old powder magazine that occupied the site for parts of at least the C19th and C20th, as well as the nearby Military Hospital, Sea Lines, batteries and Forts, as well as Woodstock Beach itself. Any archaeological significance of the site can only be determined through further investigation beyond the scope of a NID submission, but this research and possible archaeological investigation of the site could reveal as yet unknown archaeological significance. (RSA; 2020).

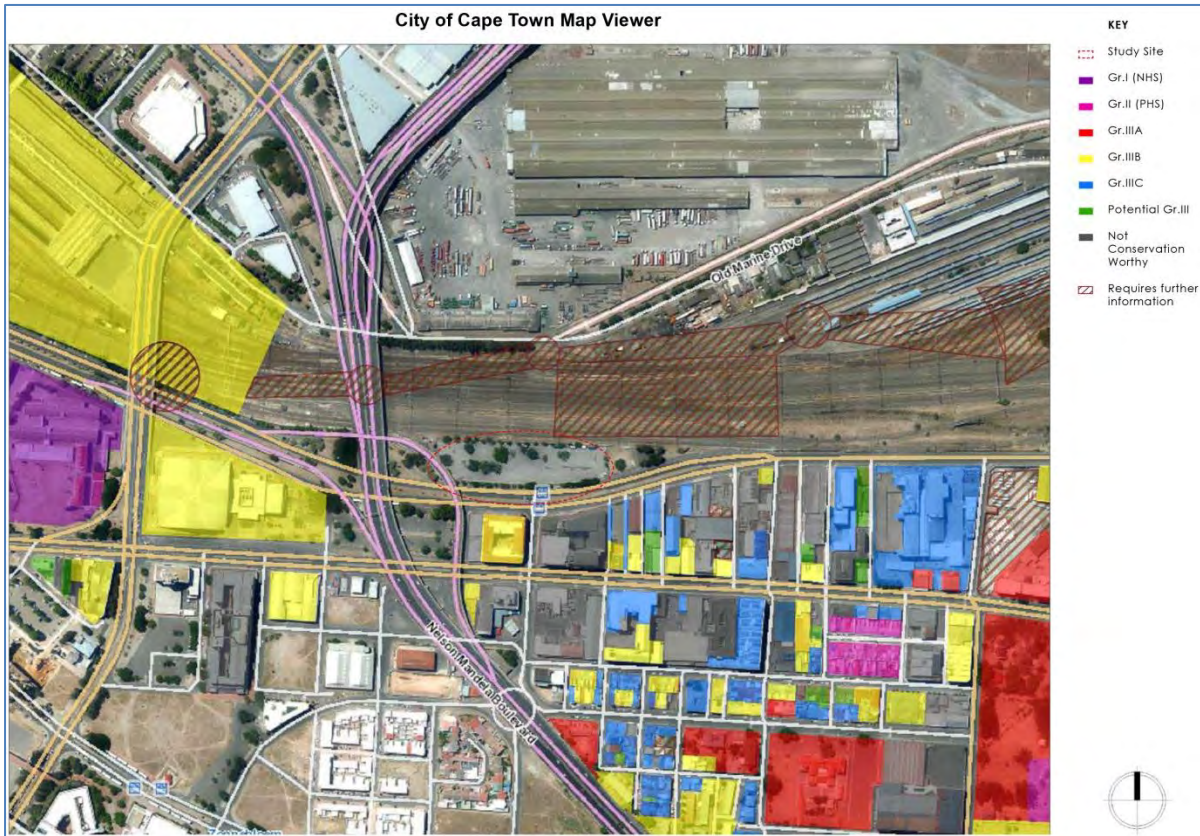


Figure 3.3.1: Heritage Grading Map (RSA; 2020)

Source: City of Cape Town; 2018

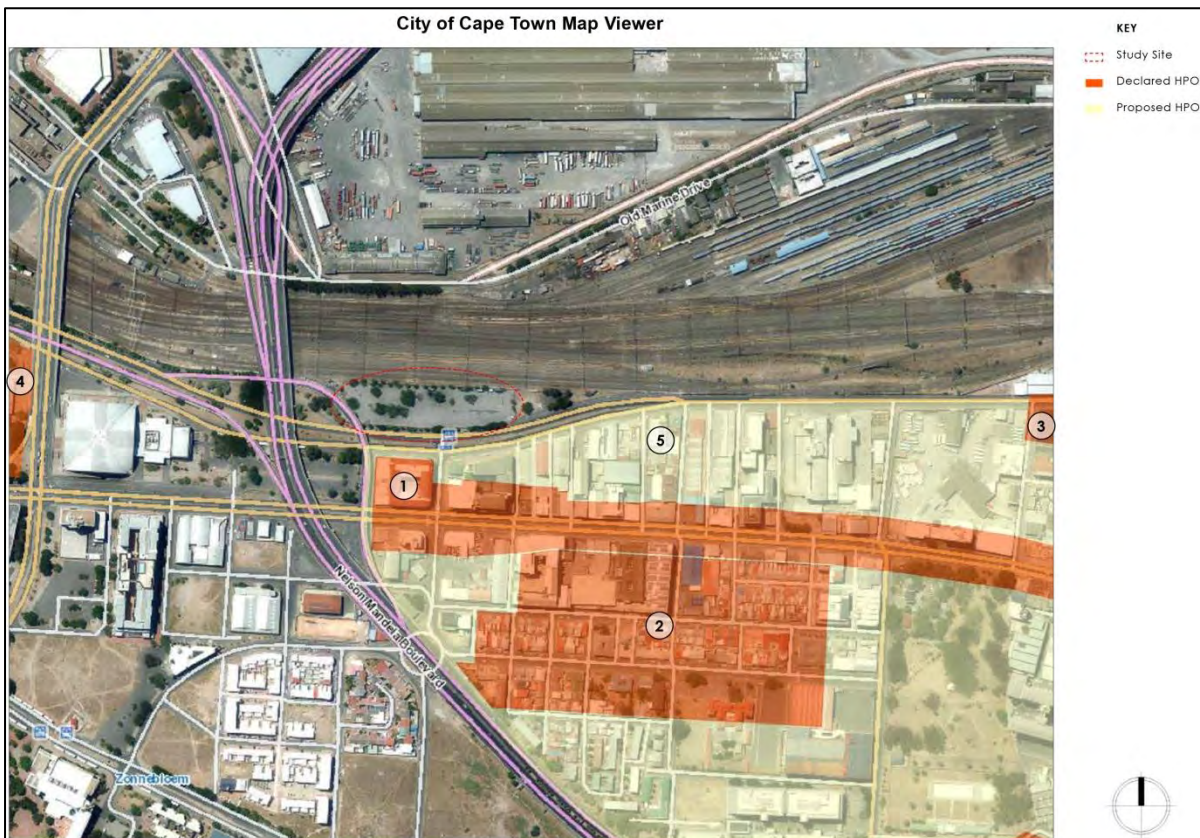


Figure 3.3.2: Heritage Overlay Map, showing the Victoria Street (1), Chapel Street (2), Albert Road (3) and Central City (4) HPOZs, and the Woodstock Proposed HA (5) (RSA; 2020)

Source: City of Cape Town; 2018



Figure 3.3.3: The development of the site through time, showing Snow’s plan of 1862. (RSA; 2020)

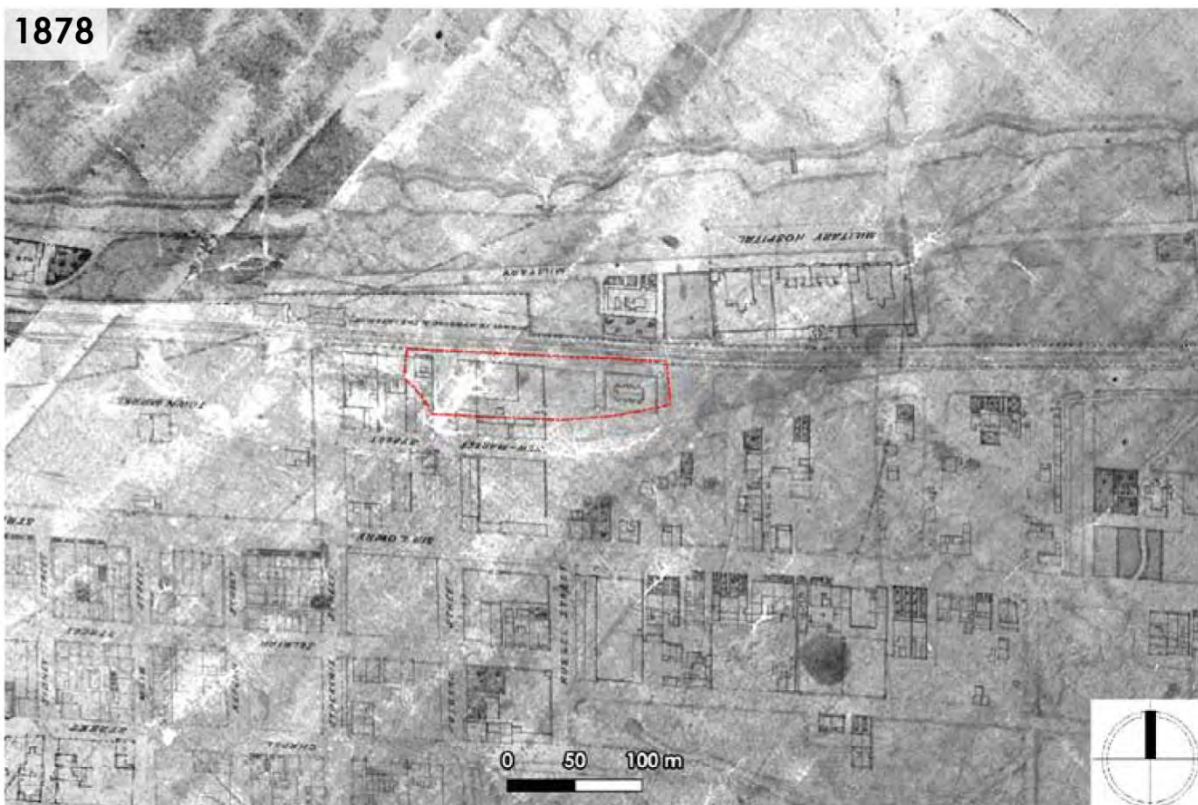


Figure 3.3.4: The development of the site through time, showing Wilson’s plan of 1878. (RSA; 2020)

1895



Figure 3.3.5: The development of the site through time, showing Thom's plan of 1895. (RSA; 2020)

1926



Figure 3.3.6: The development of the site through time, showing the 1926 aerial. (RSA; 2020)



Figure 3.3.7: Site photograph of a portion of the Victoria Street HPOZ. (Square One; 2021)



Figure 3.3.8: Site photograph of a portion of the Chapel Street HPOZ. (Square One; 2021)

3.3.5 ERF 14888

While the site is vacant, currently being used as a parking lot and zoned as Public Open Space, the site was developed and appears to have only become vacant since the start of construction of what was to become Eastern Boulevard, now Nelson Mandela Boulevard, in 1959/60. (RSA; 2020).

Prior to this, as evidenced in the series of maps available for the site (see Figure 3.3.3 to Figure 3.3.6), it would appear that the site had been developed in the C19th, likely at the time of, or shortly after the construction of New Market in 1812. (RSA; 2020).

By 1957, when the City compiled their municipal survey, however, the site had been subsumed by the expanding needs of the South African Rail and Harbour (SAR&H), comprising a shunting yard, SAR&H officers and timber stores, as well as a wholesale poulterer. The 1960 aerial also shows this configuration, but with apparently more demolitions having occurred, presumably in anticipation of the construction of the freeway and flyover. (RSA; 2020).

The Foreshore Plan finally ended the long occupation of the site. The plans for the development all show the area as a green, leafy open space, between the flyovers and densely built up City limits (Figure 3.3.9). With the flyover completed, this space was planted with trees and left as an open space at the gateway to the CBD. Now a car park for surrounding offices, the site is paved over, with several mature trees remaining (RSA; 2020).

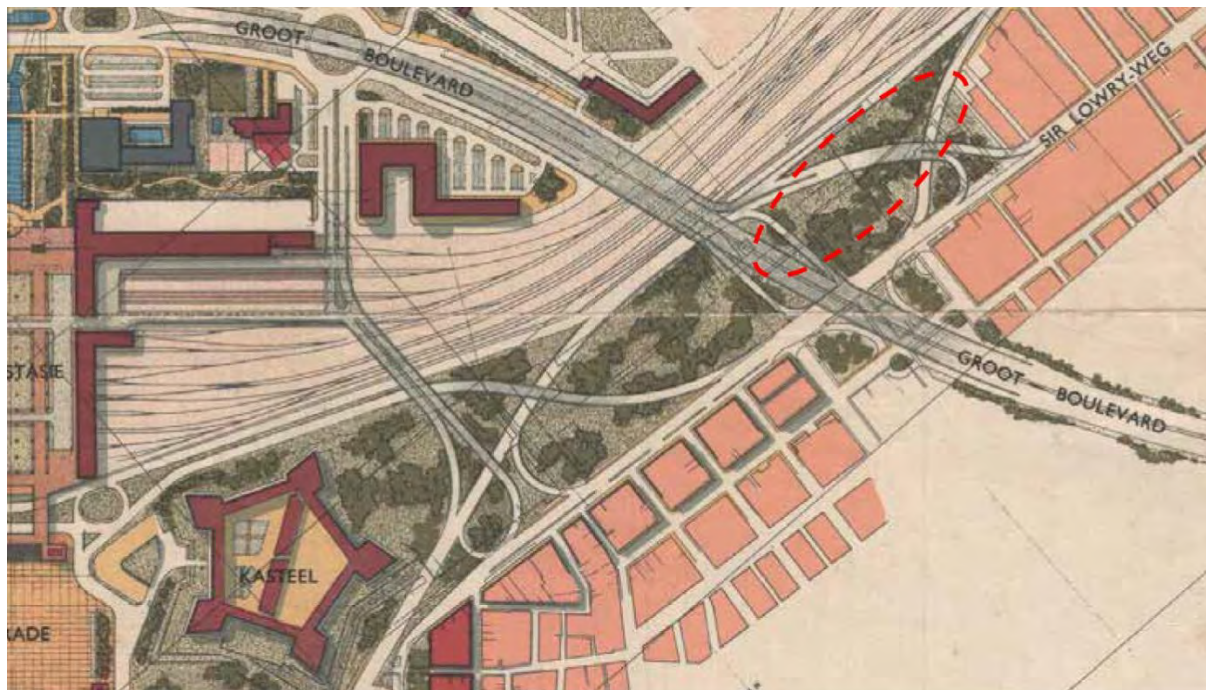


Figure 3.3.9: A 1947 Foreshore Plan proposal the approximate location of the development site is indicated in red. (RSA; 2020).

3.3.6 Statement of Significance

According to Rennie Scurr Adendorff Architects, 2017, there are various heritage impacts that could arise from the proposed development of this site. These include the townscape of the surrounding area, which is made more significant by virtue of the proximity of several declared and proposed Heritage Overlay Zones, as well as by the visibility of the site, and its location at an entry point to the City along a major transport route. There is also a possibility that the site could hold archaeological significance as well as a slight chance that the site could contain human remains, given that burials are known to be associated with the Military Hospital. (RSA; 2020).

4. VISUAL ANALYSIS

This section describes the visual analysis that was conducted to determine the overall visibility of the proposed development from various locations. The visibility of the site is qualitatively described and viewpoints are identified from which interventions at the site would be most noticeable.

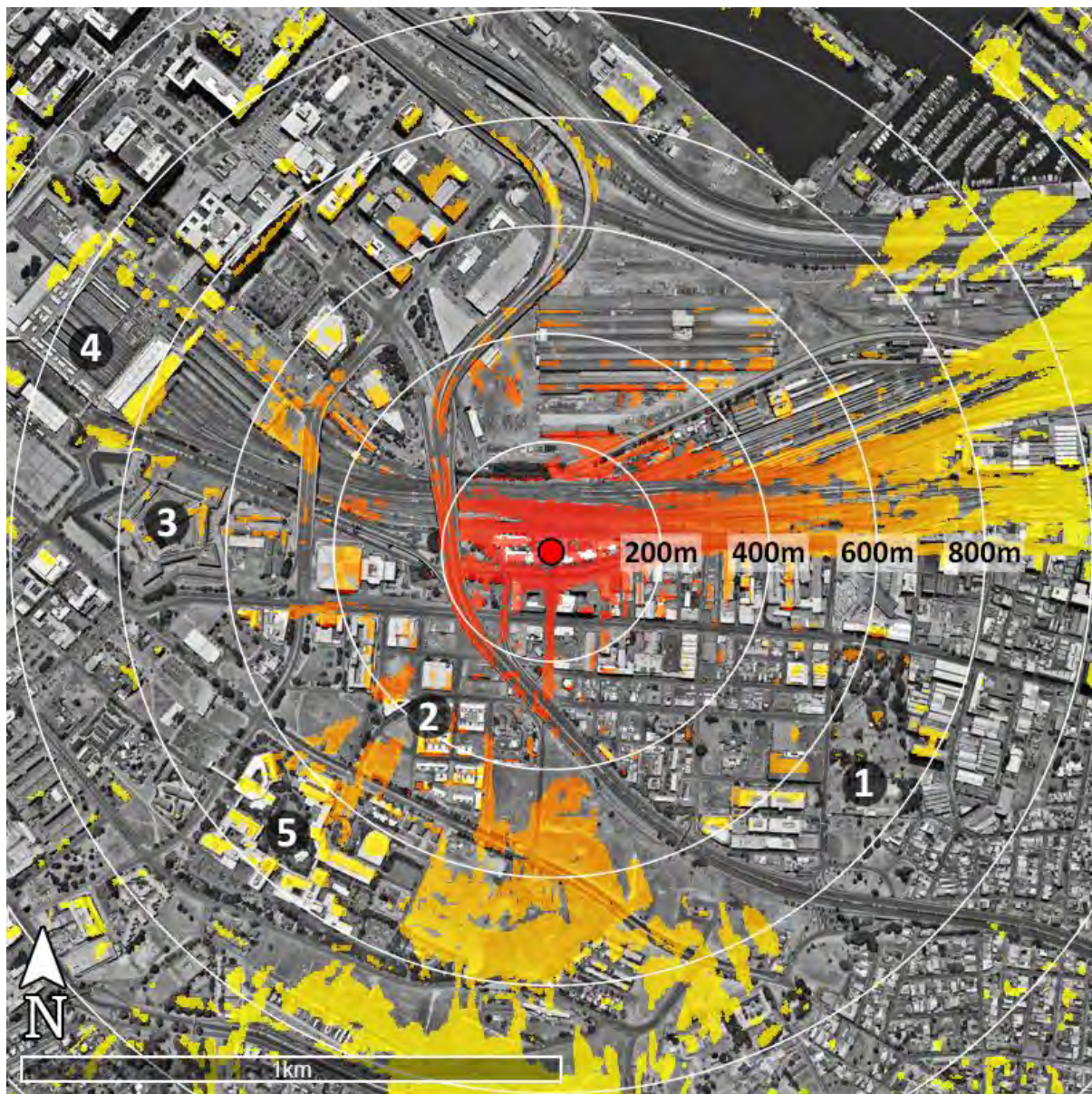
4.1. Viewshed Analysis

Visibility is described in terms of the viewshed areas calculated based on digitized topographical (Lidar) information, which includes for the size, scale and massing of the surrounding buildings, vegetation and urban infrastructure. It should be noted that the viewshed area shows locations from which only a portion of the development area could potentially be visible, i.e. the entire development will not be visible from all the areas shown in the viewshed area, but small portions of the development may be visible.

Three visibility scenarios were mapped, based on assumed heights of 4 storey buildings, 8 storey buildings and the currently proposed 13 storey buildings respectively (see Figure 4.1.1, Figure 4.1.2 and Figure 4.1.3). The viewshed area (shown in colour) indicates areas from which certain components of the proposed development could potentially be visible, while the view shadow area (clear areas) indicates areas from which certain components of the proposed development are unlikely to be visible. The actual visibility of the proposed development from various viewpoints is largely dependent on the presence and positions of screening elements, including vegetation, urban development and infrastructure and the location of the site in the receptor's Field of View (FOV). Visibility decreases exponentially with the apparent decrease in size of the proposed development within the receptor's FOV, and as contextual information increases. The development would therefore be more clearly visible in close proximity and less perceivable at greater distances.

The local viewshed mapping (1km radius) indicates that visual receptors along Newmarket St, Nelson Mandela Blvd (N2) and the suburb of Zonnebloem (District Six) would be most affected by the proposed development with visual impacts/viewshed areas increasing exponentially as the proposed development increases in height. The development would also become increasingly visible from the adjacent railway lines, the foreshore area (including the N1 highway and the Port of Cape Town) as well as from the Cape Town CBD as the buildings increase in height. As a result of the limited screening elements on the northern side of the proposed development site, the building would likely be clearly visible from a number of existing buildings within the CBD including the Cape Town Civic Centre. While the proposed development would not be visible from the entire length of major routes such as the N2, N1, M4, M3 and R102 (due to the screening effects of existing buildings, vegetation and topography), portions of the larger scale proposals may be visible from greater distances covering a larger viewshed area. Additionally, due to the sites position in relation to Newmarket St (R102), the building will be centrally aligned with the road for roughly 800m when travelling in a westerly direction into Cape Town CBD. The proposed development is likely to screen portions of signal hill with greater screening being experienced with the larger scale proposals. The development is likely to be clearly visible from Nelson Mandela Blvd (N2) when travelling in a south bound direction as a result of limited screening elements. Each of the different viewshed scenarios is described in more detail below each of the viewshed mapping scenarios.

4.1.1 Local Viewshed Analysis

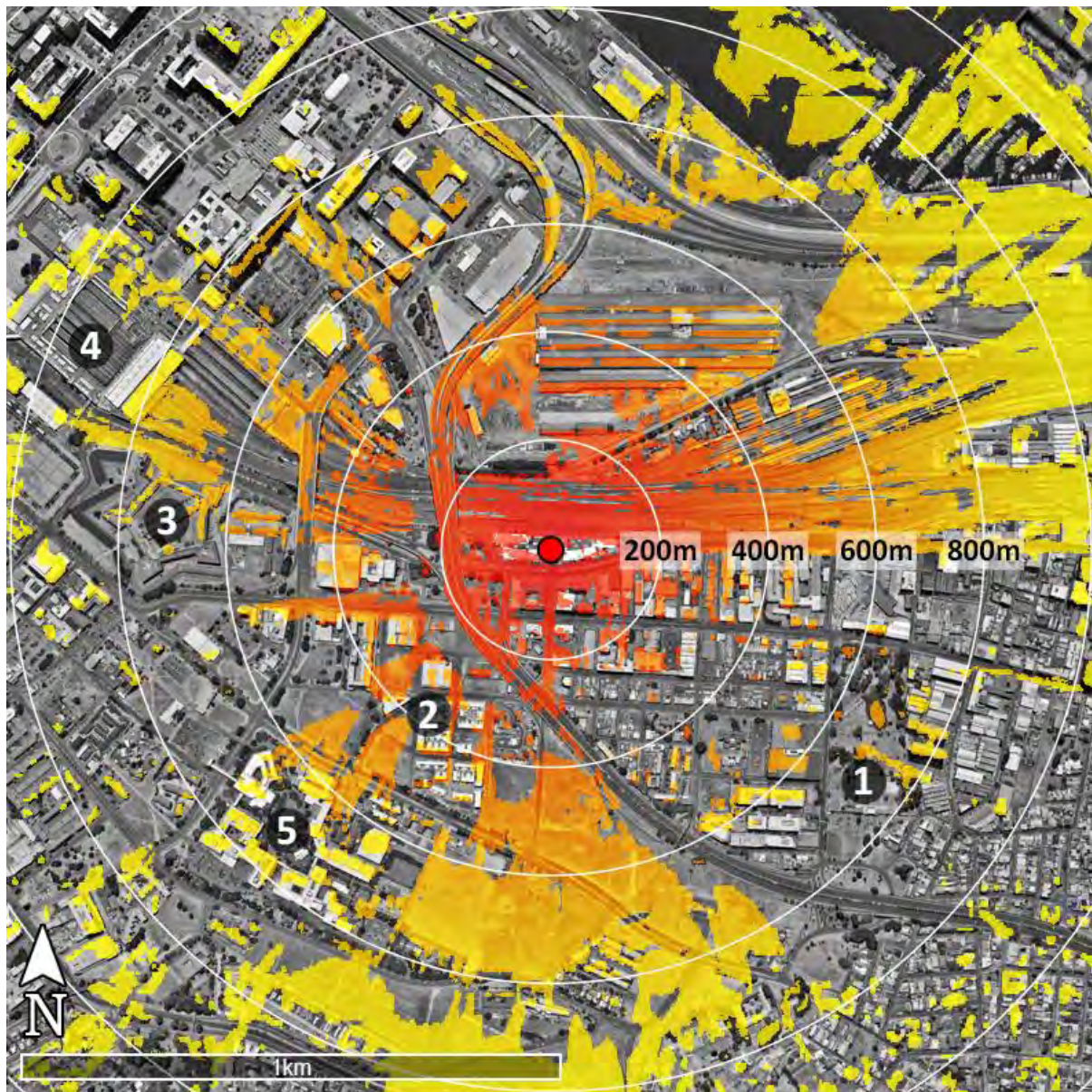


LOCAL VIEWSHED MAP: 4 STOREY BUILDING

LEGEND:	 LOCAL AREA VIEWSHED	2 DISTRICT SIX
	 OUTLYING AREA VIEWSHED	3 CASTLE OF GOOD HOPE
	 SITE	4 CAPE TOWN TRAIN STATION
	1 TRAFALGAR PARK	5 CPUT CAPE TOWN CAMPUS

Figure 4.1.1: Viewshed and view shadow areas for the proposed development at a height of 4 storeys

Figure 4.1.1 illustrates that the four storey building scenario will be mostly visible from the eastern portion of Newmarket St leading up to Albert Rd, as well as from the railway lines and industrial portion of the foreshore area to the north and north-east. The proposed development would also be visible from portions of Zonnebloem (District Six), although receptors in these areas would be located at greater distances from the site and the development would be largely screened from view by existing buildings and the elevated N2 highway. Only portions of the upper storeys of the building would therefore be noticeable from these areas, whereas larger portions of the building would be visible from Newmarket Street. Portions of the development may also be visible from greater distances of up to 1km from the site as a result of the limited screening elements to the north of the site.

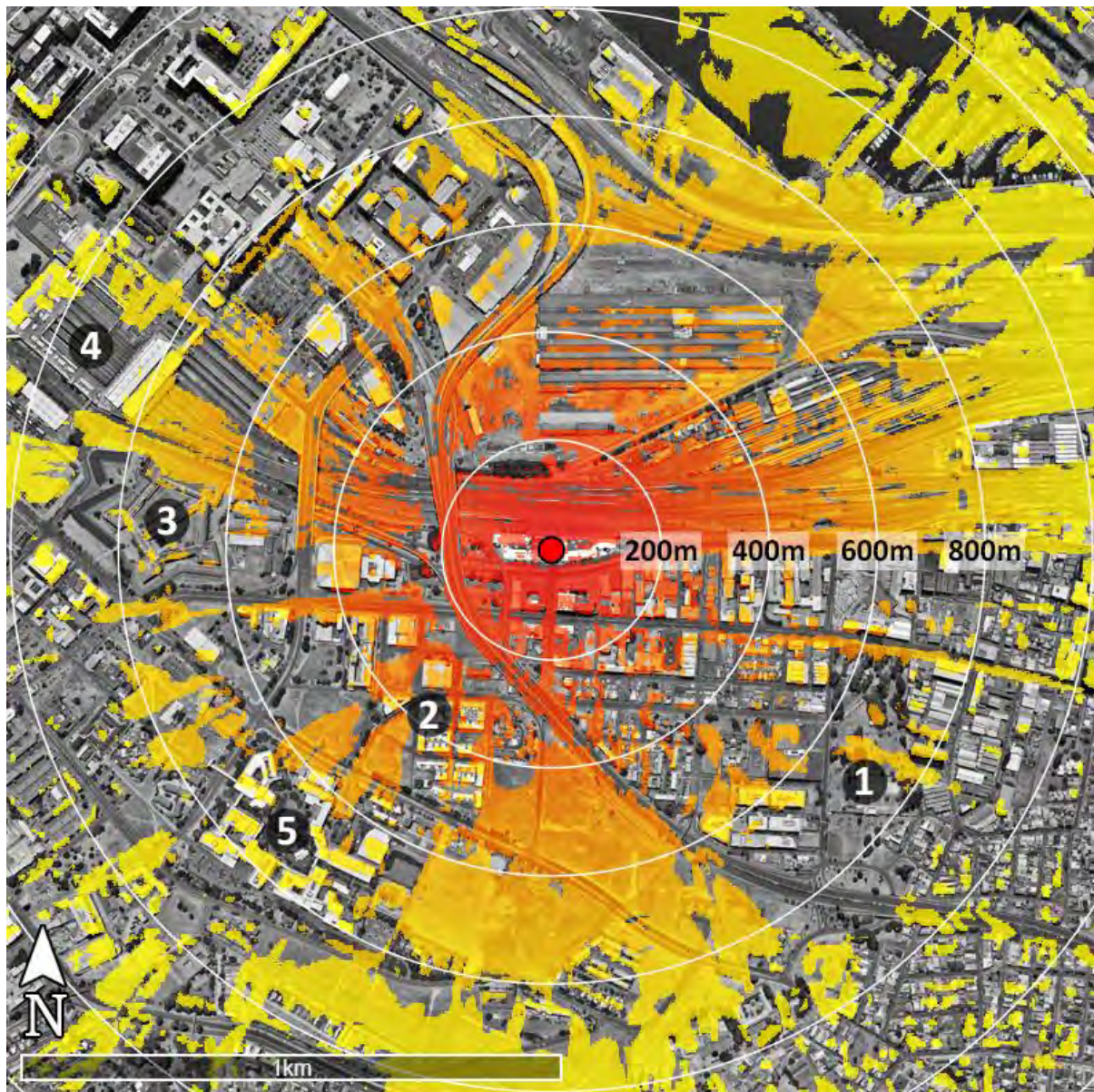


LOCAL VIEWSHED MAP: 8 STOREY BUILDING

- | | | |
|----------------|--|--|
| LEGEND: | LOCAL AREA VIEWSHED | 2 DISTRICT SIX |
| | OUTLYING AREA VIEWSHED | 3 CASTLE OF GOOD HOPE |
| | SITE | 4 CAPE TOWN TRAIN STATION |
| | 1 TRAFALGAR PARK | 5 CPUT CAPE TOWN CAMPUS |

Figure 4.1.2: Viewshed and view shadow areas for the proposed development at a height of 8 storeys

Figure 4.1.2 illustrates the visibility of the proposed development at a height of 8 storeys. In addition to the viewshed area experienced in Figure 4.1.1, and as a direct result of the height increase of the proposed development, the viewshed area has increased in size covering a larger impact area. The largest increases are experienced in areas that have limited screening, such as the industrial area to the north and north east of the railway lines and portions of the N1 highway. Additionally, there is a notable increase experienced Zonnebloem (District Six) due to the limited screening elements in the area. The viewshed mapping also indicates that the 8 storey building would become more visible to receptors to the west of the site, particularly to buildings on the edge of the CBD and in the open spaces associated with the railway line and Grand Parade. The building, would not, however obstruct any prominent views from this location, as the proposed development site is located in a low-lying area and views towards the Cape Peninsula Mountain Range would be located to the east. Portions of the development would also be visible from a wider area than the four storey scenario.



LOCAL VIEWSHED MAP: 13 STOREY BUILDING

- | | | |
|----------------|--|--|
| LEGEND: | LOCAL AREA VIEWSHED | 2 DISTRICT SIX |
| | OUTLYING AREA VIEWSHED | 3 CASTLE OF GOOD HOPE |
| | SITE | 4 CAPE TOWN TRAIN STATION |
| | 1 TRAFALGAR PARK | 5 CPUT CAPE TOWN CAMPUS |

Figure 4.1.3: Viewshed and view shadow areas for the proposed development at a height of 13 storeys

Figure 4.1.3 illustrates the 13 storey building scenario. The visibility of the 13 storey building will increase significantly in the areas immediately surrounding the site (1km radius), particularly along Nelson Mandela Blvd (N2), the N1 highway, the Zonnebloem area and the industrial portion of the Foreshore area including the Port of Cape Town. The building would likely be visible from multiple existing buildings within the CBD as well as from prominent roads such as Herzog Blvd. The viewshed area would be larger than the viewshed areas associated with the 8 storey and 4 storey scenarios and the number of potential visual receptors would increase. The building would be a clearly visible to receptors from prominent locations such as Grand Parade due to the scale of the building and the lack of existing buildings of similar proportion within the Zonnebloem and Woodstock area. Additionally, at 13 storeys the building is likely to be clearly visible to receptors driving along Philip Kgosana Drive as the building would protrude above the existing fabric of the Woodstock area.

4.1.2 Metropolitan Viewshed Analysis

As a result of the location and unprecedented scale of the proposed 13 storey development option, it was deemed necessary to illustrate the extent to which the building would be integrated into the Woodstock area as there are no existing buildings of similar proportions within the receiving environment. (See Section 4.3 and Figure 4.1.5). The metropolitan scale viewshed map illustrates the visibility of the 13 storey building within the context of the greater Cape Town area and as a result extends beyond the 1km radius of the local scale viewshed analysis. As seen in Figure 4.1.5, the visibility of the 13 storey building will extend to prominent areas such as Devil’s Peak, Table Mountain and Signal Hill. While the proposed building would be smaller within the receptors FoV as a result of the increased distance, it is anticipated that due to the scale of the building and the typology of the existing buildings within the receiving environment, the building would be clearly noticeable as it would likely protrude far above the existing fabric of the Woodstock area. In addition to the above, a notable visual impact can be expected on a number of buildings within the outlying Chester/ Coronation Heritage Protection Overlay Zone as well as on Cape Town CBD’s Central City HPOZ. (See Figure 4.1.4)

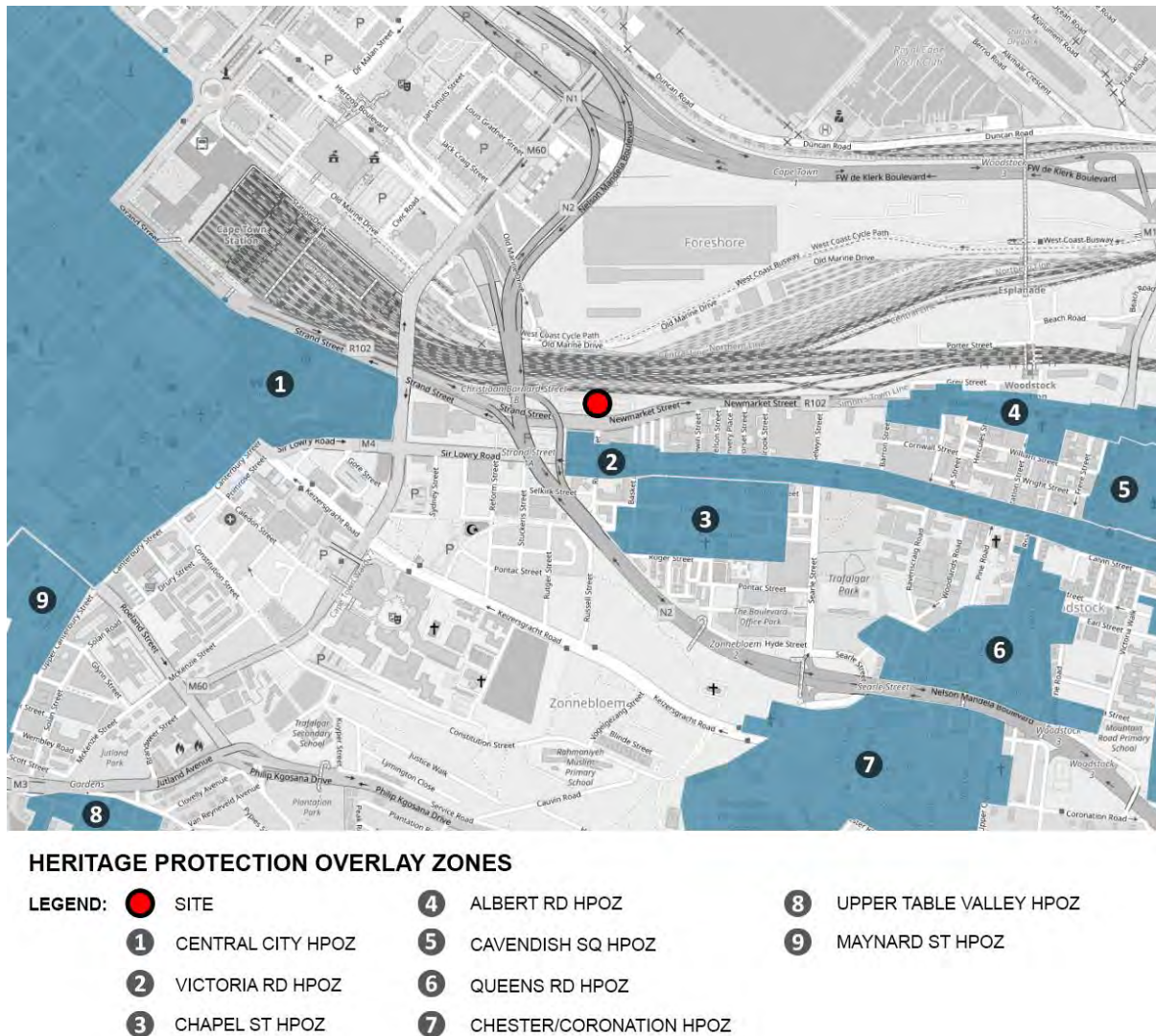


Figure 4.1.4: Declared Heritage Protection Overlay Zones (CoCT; 2021)

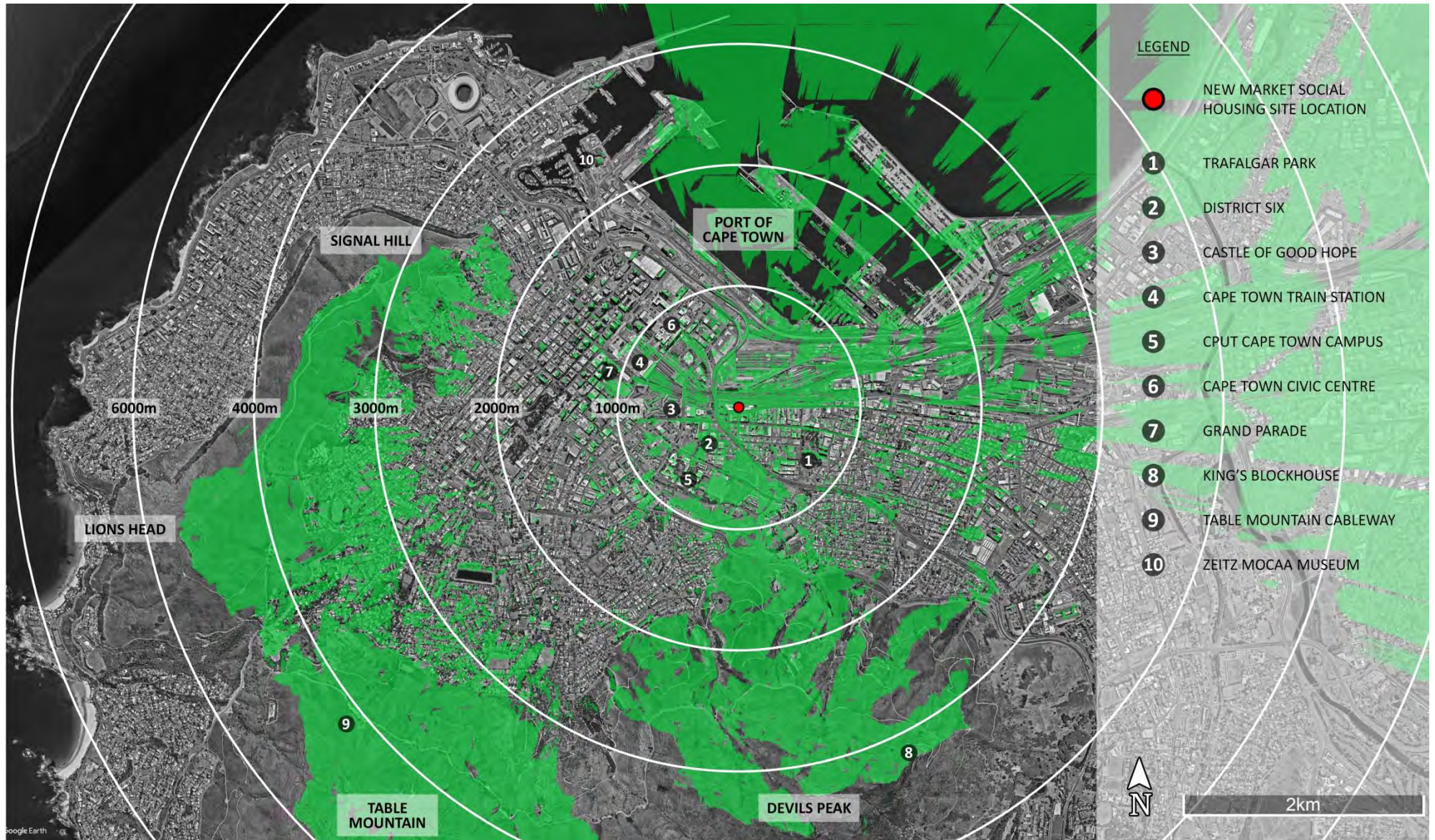


Figure 4.1.5: Metropolitan scale viewshed and view shadow areas for the proposed development at a height of 13 storeys

4.2. Viewpoints

Following from the visual analysis, eight prominent viewpoints were identified towards the site, (see Figure 4.2.1). These views provide an indication of the existing vistas at the location where the most pronounced visual change would be experienced in the landscape (see Figure 4.2.3 to Figure 4.2.11):

- VP 1 – Looking in a northerly direction from the Russell St and Selkirk St intersection.
- VP 2 – Looking in a westerly direction from Newmarket St.
- VP 3 – Looking in a south-easterly direction from the Nelson Mandela Blvd (N2).
- VP 4 – Looking in a north-easterly direction from Sir Lowry Rd (Good Hope Centre)
- VP 5 – Looking in a northerly direction from the Russell St and Hanover St intersection.
- VP 6 – Looking in a south-easterly direction from the corner of Castle St and Newmarket Rd.
- VP 7 – Looking in a westerly direction towards the site from Albert Rd. (Albert Road HPOZ).
- VP 8 – Looking in a south-westerly direction towards the site from the N1 highway.
- VP 9 – Looking in a north-westerly direction from Chapel St Primary School towards the site.



LOCAL VIEW POINTS MAP

LEGEND:	LOCAL VIEWPOINTS	SITE	CASTLE OF GOOD HOPE
	TRAFALGAR PARK	CAPE TOWN TRAIN STATION	CPUT CAPE TOWN CAMPUS
	DISTRICT SIX	CAPE TOWN CIVIC CENTRE	

Figure 4.2.1: Local viewpoints towards the proposed project site with distance radii.

In addition to the eight prominent views, three outlying viewpoints were identified from key locations at a greater distance, looking towards the site. These are deemed necessary to illustrate to the extent to which to building would be integrated into the Woodstock area as there are limited existing buildings of similar proportions. (See Figure 4.2.1). These views provide an indication of the existing vistas at these locations and illustrate the distance from which the building would be visible. While the building would be visible from these locations, it is anticipated to blend into the surroundings to a larger degree than that of the eight prominent views. This is due to the increased amount of contextual information in the receptor's FoV. These views illustrate the degree to which the building would be integrated. (see Figure 4.2.12 to Figure 4.2.14)

- VP 10 – Looking in a northerly direction from De Waal Dr (near CPPC Shooting Range).
- VP 11 – Looking in a northerly direction from the De Waal Dr and Cauvin Rd intersection.
- VP 12 – Looking in an easterly direction from Signal Hill Rd (near Kramat Of Sheikh Mohamed Hassen Ghaibie Shah).



LOCAL VIEW POINTS MAP

LEGEND:	LOCAL VIEWPOINTS	CASTLE OF GOOD HOPE	GRAND PARADE
	SITE	CAPE TOWN TRAIN STATION	KING'S BLOCKHOUSE
	TRAFALGAR PARK	CPUT CAPE TOWN CAMPUS	TABLE MOUNTAIN AERIAL CABLEWAY
	DISTRICT SIX	CAPE TOWN CIVIC CENTRE	ZEITZ MOCAA MUSEUM

Figure 4.2.2: Metro-scale viewpoints towards the proposed project site with distance radii.



Figure 4.2.3: Viewpoint 1 – Looking in a northerly direction from the Russell St and Selkirk St intersection.



Figure 4.2.4: Viewpoint 2 – Looking in a westerly direction from Newmarket St.



Figure 4.2.5: Viewpoint 3 – Looking in a south-easterly direction from the Nelson Mandela Blvd (N2).



Figure 4.2.6: Viewpoint 4 – Looking in a north-easterly direction from Sir Lowry Rd (Good Hope Centre)



Figure 4.2.7: Viewpoint 5 – Looking in a northerly direction from the Russell St and Hanover St intersection.



Figure 4.2.8: Viewpoint 6 – Looking in a south-easterly direction from the corner of Castle St and Newmarket Rd.



Figure 4.2.9: Viewpoint 7 – Looking in a westerly direction towards the site from Albert Rd. (Albert Road HPOZ).



Figure 4.2.10: Viewpoint 8 – Looking in a south-westerly direction towards the site from the N1 highway.



Figure 4.2.11: Viewpoint 9 – Looking in a north-westerly direction from Chapel St Primary School towards the site.



Figure 4.2.12: Viewpoint 10 – Looking in a northerly direction from De Waal Dr. (near CPPC Shooting Range).



Figure 4.2.13: Viewpoint 11 – Looking in a northerly direction from the De Waal Dr and Cauvin Rd intersection.

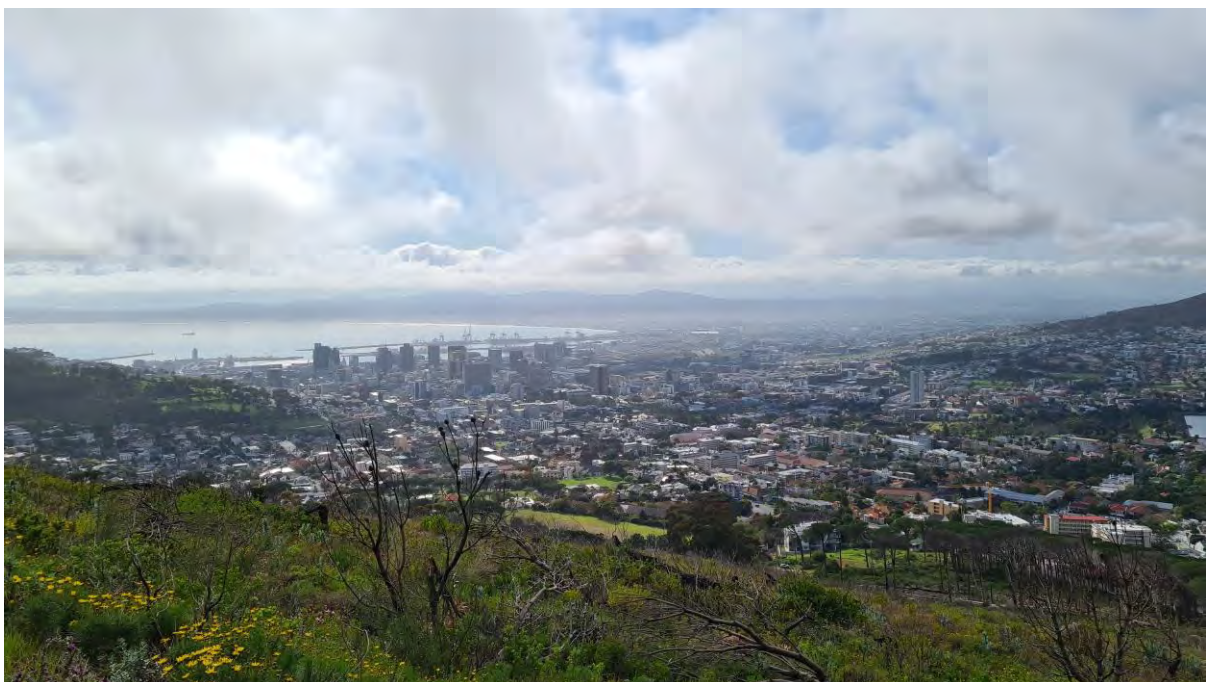


Figure 4.2.14: Viewpoint 12 – Looking in an easterly direction from Signal Hill Rd (near Kramat Of Sheikh Mohamed Hassen Ghaibie Shah).

4.3. Townscape Analysis

A number of birds-eye views were created to illustrate the proposed building within its surrounding context using Google Earth technology. The location of the building is shown with a yellow marker in each of the images.

It should be noted that these views are for illustrative purposes only and do not accurately depict the experience of the receptor at ground level. However, they do provide a useful tool to examine the scale of the proposed building in the context of its surroundings, at the townscape level.



Figure 4.3.1: Birds-eye view of 13 storey proposal from Woodstock looking towards the CBD and City Bowl (Google; 2021)

These perspective images illustrate that the building is located outside the Cape Town CBD and that the scale of the proposed building, at 13 storeys, is not in keeping with its immediate surroundings.

The urban fabric in this area consists of a contrasting coarse and fine grain, where coarser fabric is found flanking Sir Lowry Road and other major arterial routes. Prominent buildings such as The District and Buchanan Square are located adjacent and in close proximity to the site. Fine urban fabric of the historical Chapel Street is located just two streets behind Newmarket street, where the majority of the buildings are single-storey Victorian row houses with significant heritage value.

The District building that is opposite the proposed development site, and Buchanan Square, form prominent features on the visual horizon of the townscape in this portion of the City. At 13 storeys, the building would protrude significantly above its surroundings as it would be flanked by open space to the north and lower buildings associated along the Woodstock urban corridor.

At 13 storeys the proposed building has not been designed to be of similar proportion as the adjacent existing buildings and would protrude above the existing urban fabric. It is therefore anticipated to form a prominent feature along the skyline of this portion of the City and would not blend into its surroundings to a large degree.



Figure 4.3.2: Birds-eye view of 13 storey proposal from Nelson Mandela Boulevard looking towards the CBD and Cape Town harbour. (Google; 2021)



Figure 4.3.3: Birds-eye view of 13 storey proposal from District 6 looking towards Woodstock, railways and harbour beyond. (Google; 2021)



Figure 4.3.4: Birds-eye view of 13 storey proposal from CBD looking towards Woodstock along railway corridor. (Google; 2021)



Figure 4.3.5: Birds-eye view of 13 storey proposal looking in a southerly direction over Nelson Mandela Boulevard towards Devil's Peak and Table Mountain. (Google; 2021)

5. FINDINGS AND RECOMMENDATIONS

This Visual Statement describes the potential visual impacts associated with the proposed mixed use development at Erf 14888-0-1, Woodstock, Cape Town. The earmarked site is located at the interface between the Cape Town CBD and the suburb of Woodstock and is positioned north of Newmarket Street in Woodstock, Cape Town. The site is currently used as a public parking lot and is zoned as Public Open Space. The site is bounded by multiple railway lines to the north and the N2 National Highway to the west. The surrounding land use is mixed, and includes medium density light industrial, office and residential space located in multi-storey buildings of three to six storeys. To the west of site, land use is coarse-grained, dominated by several large, public buildings. Single use residential areas associated with the Woodstock suburb are located to the south of the proposed development site, while the more densely developed mixed-use zones are located adjacent to Sir Lowry Road, south of the site.

Historically, the site was developed around 1895, with the earliest structure being the Powder Magazine building. However, the site has been vacant since 1959/60 and is currently being used as a public parking lot. (RSA; 2020). There are a number of important heritage resources located in close proximity to the site, including the Victoria Street HPOZ, Chapel Street HPOZ and Albert Road HPOZ. In addition to the Heritage Protection Overlay Zones, there are a number of Grade 3B and Grade 3C buildings directly adjacent to the proposed development site, most notably the Grade 3B Castle Mews building which is roughly 40m from the proposed development site. Additionally, there are Grade 3A, Grade 2 and Grade 1 heritage resources within 1km of the proposed development site, most notably the Castle of Good Hope which is less than 400m away from the proposed development site. (See Figure 3.3.1) A number of these heritage resources are visible from the site. As a result, potential development may intrude onto these prominent historic resources. There are also a number of mature trees at the site.

The site is located in a low-lying urban environment and viewshed mapping completed for a range of different development scenarios indicate that interventions at the site would be most visible within a range of 200m-1km radius from the site. At 4 storeys, the development is unlikely to be clearly visible at a distance of more than 1km from the site as there are a number of existing buildings of similar proportion within the Zonnebloem and Woodstock area. Eg. The Castle Mews building.

At 8 storeys, the development is likely to have a more significant visual impact on important heritage resources such as The Castle of Good Hope, Good Hope Centre, Cape Town Train Station and the Victoria Street and Chapel Street Heritage Protection Overlay Zones. However, this scale of building is not unprecedented within the area and so would not be seen as a unique feature protruding substantially above the existing urban fabric. It should, however, be noted that at 8 stories the development would be visible from a wider area than that of the four storey scenario. Mitigatory screening measures should be considered along the northern border of the site.

At 13 storeys, the development will have been designed at an unprecedented scale for the area and would not be of similar proportion to adjacent existing buildings and as a result would protrude above the existing urban fabric. It is therefore anticipated to form a prominent feature along the skyline of this portion of the City and would not blend into its surroundings to a large degree. In addition to the above, the 13 storey proposal would have a far more significant visual impact on heritage resources within the area as well as on major vehicular transportation routes such as Nelson Mandela Blvd (N2), FW De Klerk Blvd (N1) and Philip Kgosana Drive (M3).

It is therefore recommended that a Level 5 Visual Impact Assessment be conducted for any building scenario that exceeds 4 storeys. In addition to the Level 5 VIA, and in an effort to ensure reduced potential visual impacts associated with the development, it is recommended that development guidelines be produced to ensure that visual considerations and heritage resources are taken into consideration during the design phase.

The development potentially involves the construction of a medium to high density (4 to 8 story) mixed use development that incorporates a residential social housing component in an area that is largely suitable for this development typology. With the proper implementation of development guidelines and recommendations, development at the site may not result in severe adverse visual impacts on heritage resources in the area. The project could potentially be considered acceptable from a visual perspective, with the incorporation of the recommended mitigation into the project design and implementation.

It is therefore recommended that building heights be restricted to a maximum of 8 storeys along Newmarket Street, and should it be required, that building heights are permitted up to a maximum of 7 storeys along the site's perimeter with the railway line. A maximum height of 6 storeys in this area would be preferred. However, a Level 5 VIA is required to determine the full extent of the visual impact associated with development scenarios above 4 storeys high.

6. CONTRIBUTORS

Luke Coughlan, #20380 (SACLAP), MLArch (UCT) 2018, BDes, graduated from UCT's Master of Landscape Architecture Programme in 2018. His thesis project investigated the prioritisation of pedestrian public space through the reversal of modernist planning practices within Cape Town's CBD. His concept revolved around a reaction to the stark, harsh nature of modernism by using natural systems found on-site as inspiration for the design language that ultimately informed the practical aspects of the intervention. Luke has extensive experience in technical architectural and landscape modelling and 3D visualization for VIA purposes and has worked on a number of VIAs in the Western Cape context.

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