URBAN DESIGN GUIDELINES

(For those properties falling within the defined boundaries as illustrated in Figure 4 herein)

July 2014

Revision B
Revision Schedule

<table>
<thead>
<tr>
<th>Revision</th>
<th>Section</th>
<th>Description</th>
<th>Date</th>
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<tr>
<td>A</td>
<td>7.0</td>
<td>Amendment to height statements</td>
<td>March 2013</td>
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<td></td>
<td>12</td>
<td>Amendment to storm water management statement</td>
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<tr>
<td>B</td>
<td>Various</td>
<td>Development Controls section omitted. Reference to Tall Building Policy and</td>
<td>July 2014</td>
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<tr>
<td></td>
<td></td>
<td>Urban Design Policy incorporated</td>
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Note:

This document, “Rivergate Commercial Precinct Urban Design Guidelines” is the first part of a 3 volume
document set which control development within the Rivergate Commercial Precinct.

Refer also to the City’s Zoning Scheme for development controls and the Rivergate Commercial Precinct
Architectural Design Requirements.
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**Fig 1:** Regional Context  
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**ANNEXURES**

ANNEXURE A: City of Cape Town Urban Design Policy  
ANNEXURE B: City of Cape Town Tall Building Policy
**DEFINITIONS**

In this document, unless inconsistent with the context, the following words and expressions shall have the meanings hereby assigned to them:

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aska</td>
<td>Aska Property Group (Proprietary) Limited, of Unit 2, Aska House, Link Road, Parklands, Table View, (Fax no. 021 556 1888).</td>
</tr>
<tr>
<td>Association:</td>
<td>Rivergate Commercial Precinct Property Owners Association.</td>
</tr>
<tr>
<td>Bulk</td>
<td>Means “Rentable Area” as defined by SAPOA in the 2005 Edition of its publication (Method for measuring floor areas in buildings).</td>
</tr>
<tr>
<td>Character Area (CA)</td>
<td>Focus points or areas where particular urban design attention should be given so as to create prominent areas of interest, where market conditions permit.</td>
</tr>
<tr>
<td>Commercial Precinct</td>
<td>Rivergate Commercial Precinct (Phase 1D)</td>
</tr>
<tr>
<td>Commercial:</td>
<td>A development consisting primarily of retail and office floor space, but could also include storage/warehousing as an ancillary use together with the commercial component. In all instances the relevant commercial site development parameters will apply.</td>
</tr>
<tr>
<td>Urban Design Guidelines</td>
<td>Urban Design Guidelines refer to how development interact with bigger, contextual informants, such as relation to streets, important intersections, station, Diep River, pedestrian movement systems, public open spaces, market areas, rail way line, etc.</td>
</tr>
<tr>
<td>Architectural Guidelines</td>
<td>Architectural Design Guidelines refer to actual building design features, their response to urban design guidelines as well as the technical development controls.</td>
</tr>
<tr>
<td>Development Controls:</td>
<td>The controls or measures stipulated in the Design Guidelines with regard to Bulk, building lines, height, parking, loading bay and landscaping requirements.</td>
</tr>
<tr>
<td>Industrial:</td>
<td>Light Industrial.</td>
</tr>
<tr>
<td>LA:</td>
<td>The Local Authority, being The City of Cape Town.</td>
</tr>
<tr>
<td>Landscaping:</td>
<td>Means soft landscaping, inclusive of lawns and planting.</td>
</tr>
<tr>
<td>ME or the Seller:</td>
<td>The Milnerton Estates Limited (Co. Reg. No. 1897/000196/06), of 9 Church Square, Cape Town (Fax 021 461 0523).</td>
</tr>
<tr>
<td>MEAJV:</td>
<td>The Milnerton Estates Aska Joint Venture.</td>
</tr>
<tr>
<td>Property:</td>
<td>The immoveable property forming the subject matter as contemplated herein, being vacant land (an undeveloped site) to be developed in terms of the use rights afforded to the Property and in accordance with the Design Guidelines and Development Controls. The use rights afforded to each property will be recorded in the Agreement of Sale for that property.</td>
</tr>
<tr>
<td>Purchaser:</td>
<td>The party who contracts with the Seller for the purchase of the property in terms of an Agreement of Sale.</td>
</tr>
<tr>
<td><strong>Rivergate Commercial Precinct:</strong></td>
<td>All properties falling within the extent of the boundary as illustrated in Figure 2, or as amended from time to time.</td>
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<td>----------------------------------</td>
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</tr>
<tr>
<td><strong>Review Committee:</strong></td>
<td>Rivergate Commercial Precinct Design Review Committee.</td>
</tr>
<tr>
<td><strong>SDP:</strong></td>
<td>Site Development Plan.</td>
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1.0 INTRODUCTION & BACKGROUND

The Design Guidelines outline the envisaged character for the development and management of the Rivergate Commercial Precinct, Phase 1D, Third Development Framework. The purpose of the Guidelines is to ensure that the incremental development of the Commercial Precinct gives rise to a harmonious and functional urban environment.

While a mixed use of activities will be established along Sandown Road, the primary focus will be on buildings accommodating mixed use commercial, i.e. office, retail, service stations, cafes, restaurants, associated business premises, residential above ground floor and supporting facilities.

This document MUST be read together with the Rivergate Commercial Precinct Architectural Design Controls, which document sets out specific design requirements.

With respect to site development controls, (i.e. height, building lines, parking, loading, etc.), the City’s Zoning Scheme Regulations must be consulted.

2.0 DESIGN PHILOSOPHY AND SPATIAL DEVELOPMENT INFORMANTS

Development proposals will be assessed in terms of both the wider spatial and local urban design context as well in terms of the detail of the site and the proposed building’s function. To this end, Figure 2, “The Third Development Framework: “Conceptual Spatial Allocation of Land Use, Movement & Community Facilities”, together with Figure 3, the Rivergate Character Areas, and associate development conditions, should all be considered.

The Urban Design Guidelines recognise that particular nodes will be important positive focus points, or character areas, within the project area and its urban context. Conversely, there are also areas where a conflict between juxtaposed land uses could arise, if their differences are not recognised and appropriately addressed at the urban design context and building design level. Refer to sections 4.0 & 5.0 of the report.

The specific built form of a particular development proposal should be informed by context, permissible bulk, building lines, height restrictions, parking requirements, landscaping, and the site’s relationship with the adjacent land uses. These details are set out in sections 6.0 & 7.0 of this report.

While the Design Guidelines do not prescribe a specific architectural style, they will encourage a consistent use of materials and finishes that will give rise to a coherent theme and character to the Commercial Precinct.

A Design Review Committee will be established by the Property Owners Association to review site development plans and to vet the final building plans prior to their submission to the City for approval. Prospective developers will be encouraged to communicate with the Committee at the earliest possible stage, so as to fully understand the intent of the Guidelines.

3.0 RIVERGATE COMMERCIAL PRECINCT

See Figures 1-4 for the location and context of Rivergate Phase One, and the extent and character areas of the Rivergate Commercial Precinct itself. Note that the extent of the Commercial Precinct is subject to amendment, the process of which is managed by MEAJV, the Property Owners Association.

3.1 Rivergate Commercial Precinct Property Owners Association

All property owners in the Rivergate Commercial Precinct will be required to be members of the Rivergate Commercial Precinct Property Owners Association, (RCPPOA) as per condition 1.6 of the City’s December 2011 amended rezoning approval. The Association’s responsibilities are set out in the constitution of the Rivergate Commercial Precinct Property Owners Association.
All development proposals, further subdivisions and consolidations are subject to the approval of the RCPPOA’s Design Review Committee, prior to submission to the Local Authority for approval.

3.2. Bulk

The distribution of the bulk that has been allocated to the Commercial Precinct is allocated by the township developer who will maintain a bulk rights register. The register will record the total bulk rights (i.e. the “bulk pool”) as well as the rights afforded to each property within the Commercial Precinct. The Agreement of Sale for each property will record the bulk rights afforded to that property.

Additional bulk rights may be purchased from the township developer if the Purchaser, or the successor-in-title, wishes to increase the bulk afforded to the property, after the conclusion of the Agreement of Sale. Such additional bulk will be extracted from the respective bulk pool until such time as the pool has been depleted.

The development of each site, and the utilization of all bulk, is subject to the parameters of the Urban Design Guidelines, as well as to the town planning conditions applicable to each and every site.
4.0 URBAN DESIGN GUIDELINES AND CHARACTER AREAS

The Rivergate development, along with the whole of the Third Development Framework area, will become a prominent gateway to the West Coast / Atlantis northern growth corridor, once fully developed. See Figure 1: Regional Context, which illustrates Rivergate’s strategic location as well as Figure 5 which illustrates Rivergate’s context within the City’s forward planning for the region.

In order to guide and structure development in this large area, a number of focus, or Character Areas, have been identified, to which particular urban design development attention should be given. The Character Areas are identified by a number of factors, including location, land use, movement routes and access. (See Figure 3.)

4.1 Land Use

The proposed overall mix of land uses is conceptually illustrated in Figure 2: “Third Development Framework: Conceptual Spatial Allocation of Land Uses & Community Facilities”, which clearly shows how the Rivergate Commercial Precinct, surrounding residential and future industrial land uses will, over time, develop to the east of the railway line. Figure 2 also shows how the future Rivergate station node and regional civic centre will straddle the Atlantis railway, developing a broad mix of local municipal, government and commercial land uses on each side of the railway line, along with other transport interchange related land uses. Particular land uses will be encouraged to locate within specifically identified character areas.

The urban design informants that influence how the land uses should respond to their location within character areas, include Rivergate’s gateway function, the M12 and / or Sandown Road, the future Integrated Rapid Transport route & bus interchange; the Atlantis railway line & future Rivergate Station; the likely civic node, the Diep River conservation corridor, the Eskom power line reserve, and other local internal features.

4.2 Movement

While the proposed layout allows for high order east – west movement along Sandown Road, prominent north-south movement systems will provide both vehicular and non-motorised access to the northern and southern residential areas. Specific land use and development conditions will apply to land uses situated along these routes. Secondary movement systems will focus local vehicular road traffic towards the future railway station and transport interchange, situated on both sides of the Atlantis Railway line. The envisaged internal layout of the station node will ensure that there is specific and easy pedestrian movement along the above routes, under the road over rail bridge, and across the railway line itself.

The Sandown Road design makes specific provision for the Integrated Rapid Transport system with bus stops at either ends of the road-over-rail bridge. This will ensure that both residents and workers will have convenient easy access to both the main bus route and, in time, to Rivergate Station on the future Atlantis passenger railway line.

In addition, the design of the Sandown Road over rail-bridge makes provision for local access roads and pedestrian sidewalks under the bridge on both the west and east sides of the railway line. Thus, it will be possible to move from south of Sandown Road to the Rivergate railway station by foot, bicycle and car by passing under Sandown Road close to the railway line, and back again.

4.3 Character Areas

The variety of local conditions that will arise in response to these different circumstances will create a number of character areas, some with common conditions, while others will be very specific to their location. The focus areas are indicated in Figure 3: Rivergate Character Areas.

Buildings within or close to these character areas should take note of their particular location and be designed so as to contribute towards the nature of their immediate street scape. Issues such as the relationship of the buildings to the street, active facades, land uses, building height, parking, pedestrian and vehicular access, and landscaping all have a particular relevance in the Character Areas.

While Figure 3 sets out most of the more important focus areas in the first phase of the Rivergate project, only those focus areas that are situated within the boundaries of the Commercial Precinct itself, are relevant to the Rivergate Commercial Urban Precinct Design Guidelines as set out in in this document. (i.e. 7, 8 &13 on Figure 3.)
5.0 CHARACTER AREA DEVELOPMENT CONTROLS

Notwithstanding the detailed architectural design guidelines and zoning scheme parameters, the following urban design and development conditions are applicable to erven situated within a character area, as defined by Figure 4: Rivergate Character Areas.

Urban design guidelines and suggested development interventions applicable to character areas no’s 7, 8 & 13) that fall within the Rivergate Commercial Precinct are set out below.

5.1 Character Areas 7 & 8: Sandown Road North & South

These nodes form the access gateway to the Blaauwberg area north of Table View and as such development within these two Character Areas should define this location by presenting active architectural facades towards Sandown Road and where possible situate themselves close to the road reserve. While parking areas directly adjacent to Sandown Road are not excluded, expansive parking areas along the length of Sandown Road should be discouraged.

5.1.1 Design Informants

- Gateway to Blaauwberg region.
- Prominent visual exposure to the M12 & Sandown Road
- Limited access off Sandown Road.
- Public Transport function along Sandown Road.
- Relationship of commercial development in Character area 8 with residential land uses to the south.
- Relationship of commercial land unit in Character Area 8 directly west of the M12 with the storm water management facility on its southern boundary.
- Extent of land areas, which requires spatial development control.

5.1.2 Design responses and opportunities
- Land Use: Mixed Use Commercial/Retail/Office with the possibility of residential above ground floor.
- Buildings of more than one storey strongly encouraged along Sandown Road.
- Buildings close to Sandown Road with prominent fenestration details facing the road so as to establish active interface with the road.
- No solid walling on Sandown Road.
- Strong emphasis on prominent soft landscaping facing Sandown Road.
- No back yard or storage features to face Sandown Road.
- Minimise expansive parking areas adjacent to Sandown Road.
- Creative an appropriate design for all storm water management facilities.

5.2 Character Area 13: Development opportunity east of M12 Sandown Road intersection

5.2.1 Design Informants
- Services servitude and infrastructure along M12.
- Prominent exposure to the M12 & Sandown Road.
- Restricted access conditions, i.e. left-in off M12 at the northern point of the site, straight-in off Sandown Road and left-out at the southern boundary with the M12.
- Power line servitude and conservation open space areas to the south and east of the site.

5.2.2 Design responses and opportunities
- Land Uses: mixed use commercial, retail/office/service station.
- Buildings to locate on or close to street boundaries, with prominent fenestration details facing the street.
- No solid walling. Palisade walling along southern and eastern boundaries of the site.
- Emphasis on soft landscaping along M12.
- No back yard or storage features to face street boundary.

6.0 CITY POLICY DOCUMENTS

Refer to Annexure A: City’s Urban Design Policy and Annexure B: City’s Tall Building Policy

While this Design Guidelines document draws substantially from the Tall Building and Urban Design Policy, developers and designers must refer to the intention and requirement of these policies.

6.1 Tall Building Policy

The following aspects of the Policy have been drawn into the Commercial Precinct Guidelines. It must be noted though that the aspects below do not prescribe buildings of a minimum height at these locations.

- Tallest buildings along the southern boundary are to be located adjacent to Sandown Road and at the intersections of streets entering the Commercial Precinct off Sandown Road.
- This height strategy is to define Sandown Road as an important structural element in the greater Blaauwberg City.
- It is also envisaged that taller buildings at the intersections will strengthen the envisaged character for these points of interest.
- Buildings along the southern edge of the Commercial Precinct to be appropriately designed so as to avoid overlooking features that would affect the privacy of the residential precinct towards the south.
6.2 Urban Design Policy

The structure of this document is by default based on urban design principles, but must be read together with the City’s Urban Design Policy. Section 5.0 of this document in particular, along with Figure 4 illustrate the broad spatial principles, including the establishment of “Character Areas” defining the entrances to Sandown, the positioning of buildings within these Character Areas as well as the general interface of development along Sandown Road.

With Rivergate being a new town, “green fields” development, it is envisaged that the guidelines in this document will meet the Urban Design’s Policies objectives of positively contributing to:

- creating integrated and legible neighbourhoods;
- quality of the public realm;
- safe and secure environment;
- efficient accessibility;
- development intensity, diversity and adaptability;
CITY OF CAPE TOWN's TALL BUILDING POLICY
ANNEXURE B: