

Project report

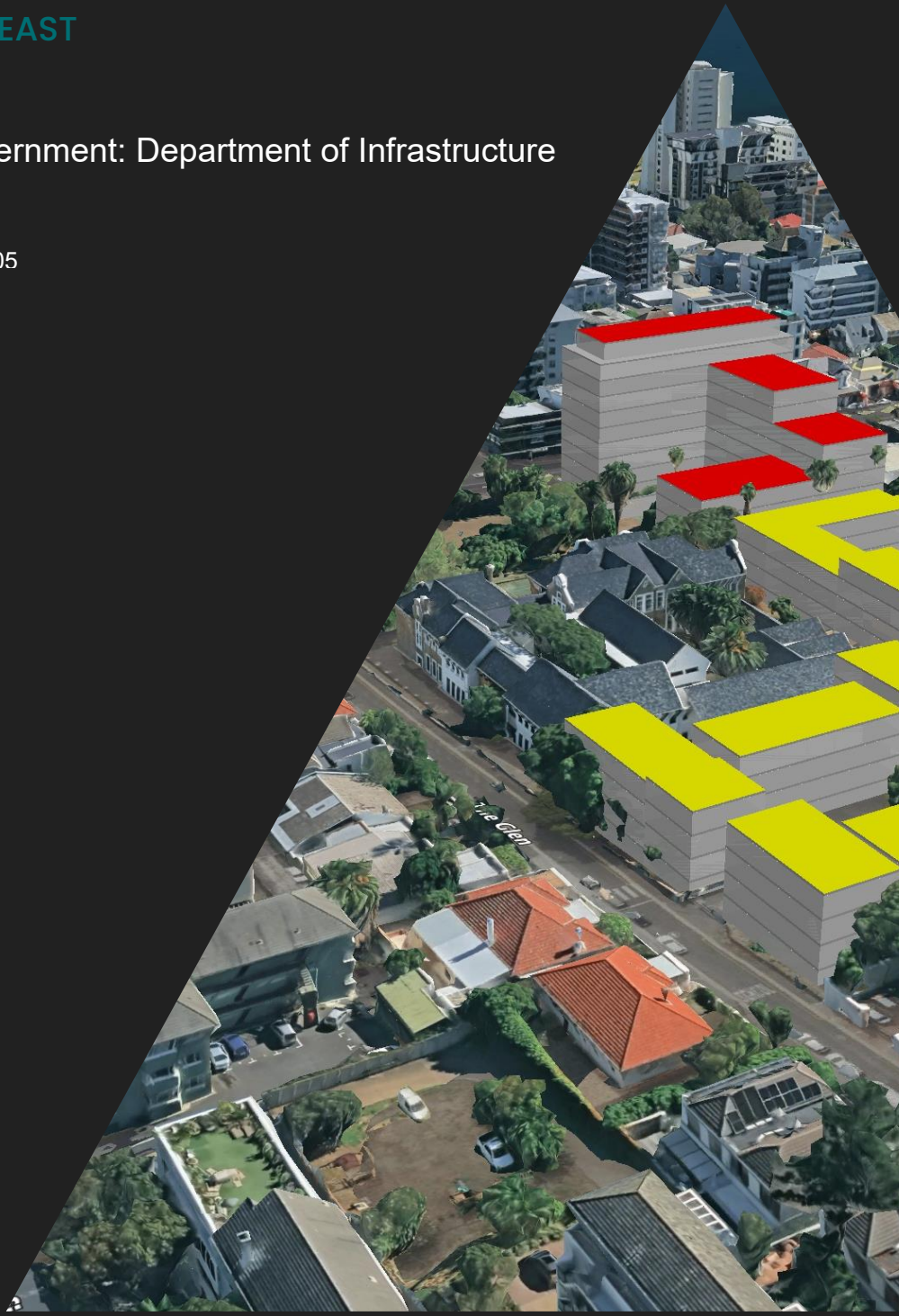
DESIGN GUIDELINES REPORT

353 ON MAIN

L121/22: PROVISION OF PROFESSIONAL SERVICES FOR SITE
ENABLEMENT: CONSOLIDATED ERF 1424 – RE, 353 ON MAIN
ROAD, SEA POINT EAST

Western Cape Government: Department of Infrastructure

Submission date: 2025/11/05



DOCUMENT CONTROL RECORD

Document prepared by:

Zutari (Pty) Ltd	
Reg No 1977/003711/07	
1 Century City Drive Waterford Precinct Century City, Cape Town, South Africa PO Box 494	
T E W	021 526 9400 capetown@zutari.com zutari.com

Document Control						
Project name		Design Guidelines Report 353 on Main				
Document number		1	Project number		1002717	
Client		Western Cape Government: Department of Infrastructure				
Client contact		Amozelle Lambrechts	Client reference			
Rev	Date	Revision details/status	Author	Reviewer	Verifier (if required)	Approver
0	2025/11/05	Draft for Comment	Pieter Louw			
1	2025/11/07	Edits based on client feedback	Pieter Louw			
Current revision		1				

Approval			
Author signature		Approver signature	
Name		Name	
Title		Title	

All rights reserved | The information contained herein is confidential and proprietary to Zutari and/or its business partners. It may include personal information of data subjects connected to Zutari and/or our business purpose. To safeguard the information and the competitive position of information owners, the content hereof shall not be used, disclosed, or otherwise processed for any purpose other than the purpose for which it was developed. Users can only rely on the accuracy of the final version of the Report. Processing and disclosure of information is subject to our **Privacy Notice** and users indemnify Zutari against the consequences of unauthorised use or disclosure. Any concerns may be addressed to the **Zutari Information Officer**.

CONTENTS

1 OVERVIEW	7
1.1 The Site	7
1.2 Purpose of the Design Guidelines	8
1.3 What do the Design Guidelines Include	8
1.4 Guiding Principles.....	8
1.4.1 Vibrant and Mixed-use.....	8
1.4.2 Inclusive, Safe and Secure.....	8
1.4.3 Sense of Place.....	8
1.4.4 Convenient.....	8
2 Intentions for the built form.....	9
2.1 Building Placement.....	9
2.2 Build to Lines and Setback	9
2.3 Interface Guidelines.....	10
2.3.1 Interface Condition 1	11
2.3.2 Interface Condition 2	12
2.3.3 Interface Condition 3	13
2.3.4 Interface Condition 4	13
2.3.5 Interface Condition 5	14
2.3.6 Interface Condition 6	15
2.4 Bulk and Massing	16
2.5 Access and Parking	19
2.5.1 Pedestrian Access	19
2.5.2 Vehicular Access.....	19
2.5.3 Parking.....	20
2.5.4 Basements.....	20
2.5.5 Bicycles.....	20
3 Intentions for Open space.....	21
3.1 Open Space components.....	21
3.2 Landscaping	21
3.3 Stormwater Management.....	21
4 Safety and Precinct Management.....	22
4.1 Safety and Security	22
4.2 Shared Utility Amenities	23
5 Development Guidelines	24
5.1 Development Parcel 1	24
5.1.1 Development Parameters	24
5.1.2 Intent and Desired Character	24
5.1.3 Land Use and Massing	24
5.1.4 Access and Parking	24
5.1.5 Interface conditions	25
5.2 Development Parcel 2	26
5.2.1 Intent and Desired Character	26
5.2.2 Land Use and Massing	26
5.2.3 Development Potential	26
5.2.4 Access and Parking	26
5.2.5 Interface conditions	27
5.2.6 Landscaping	27
5.2.7 Heritage.....	27
5.3 Development Parcel 3	28
5.3.1 Intent and Desired Character	28
5.3.2 Land Use and Massing	28
5.3.3 Development Potential	28
5.3.4 Access and Parking	28
5.3.5 Interface conditions	29
5.3.6 Landscaping	29

Appendices

Appendix title

Appendix heading 1

Figures

- Figure 1-1 Site of Development
- Figure 2-1 NO: Avoid freestanding buildings within large setbacks from the street edge
- Figure 2-2 YES: Perimeter block
- Figure 2-3 Interface conditions
- Figure 2-4 Typical section: Interface condition 1
- Figure 2-5 Active ground floor with residential units above. (19 Kloof Road, Sea Point).
- Figure 2-6 Typical section: Interface condition 2
- Figure 2-7 Example of screening elements and landscaping to create a positive street edge
- Figure 2-8 Typical section: Interface condition 3
- Figure 2-9 Examples of elements to mitigate negative impact of ramp
- Figure 2-10 Typical section: Interface condition 4
- Figure 2-11 Example of balcony or garden to activate public realm
- Figure 2-12 Where possible, provide direct access to ground floor units.
- Figure 2-13 Typical section: Interface condition 5

- Figure 2-14 Example of how the building edges activate the multifunctional courtyards
- Figure 2-15 Typical section: Interface condition 6
- Figure 2-16 Private ground floor gardens
- Figure 2-17 Bulk and massing
- Figure 2-18 Cross section C
- Figure 2-19 Cross section B
- Figure 2-20 Cross section A
- Figure 2-21 Cross section D
- Figure 2-22 Bulk and massing 3D model
- Figure 2-23 Movement and Access
- Figure 2-24 Centralised shared bicycle storage
- Figure 3-1 Open Space System
- Figure 4-1 Safety Plan
- Figure 5-1 Parcel 1 Axonometric view with land uses
- Figure 5-2 Development concept plan: Development Parcel 1
- Figure 5-3 Parcel 2 Axonometric view with land uses
- Figure 5-4 Development concept plan: Development Parcel 2
- Figure 5-5 Parcel 3 Axonometric view with land uses
- Figure 5-6 Development concept plan: Development Parcel 3

Tables

No table of figures entries found.

1 OVERVIEW

1.1 The Site

The proposed development is located at 353 Main Road, Sea Point on Remainder of Erf 1424 (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q), illustrated in Figure 1-1 as the study area. The erf (study area) currently measures a total of 16 350². Through consolidation and subdivision, three portions (development parcels) of the parent erf will form the 'site of development':

- **Parcel 1** (A, b, c, Q) measuring 2765m²
- **Parcel 2** (b, B, C, D, c) measuring 2782m²
- **Parcel 3** (H, I, J, a) measuring 3100.5m²
- Adding up to a **total** of 8647.5m².

The remainder portion (P, Q, D, E, F, G, H, a, K, L, M, N, O) represents the **DSD site** (Department of Social Development), is part of the study area and an informant to the development, but does not form part of the site of development.

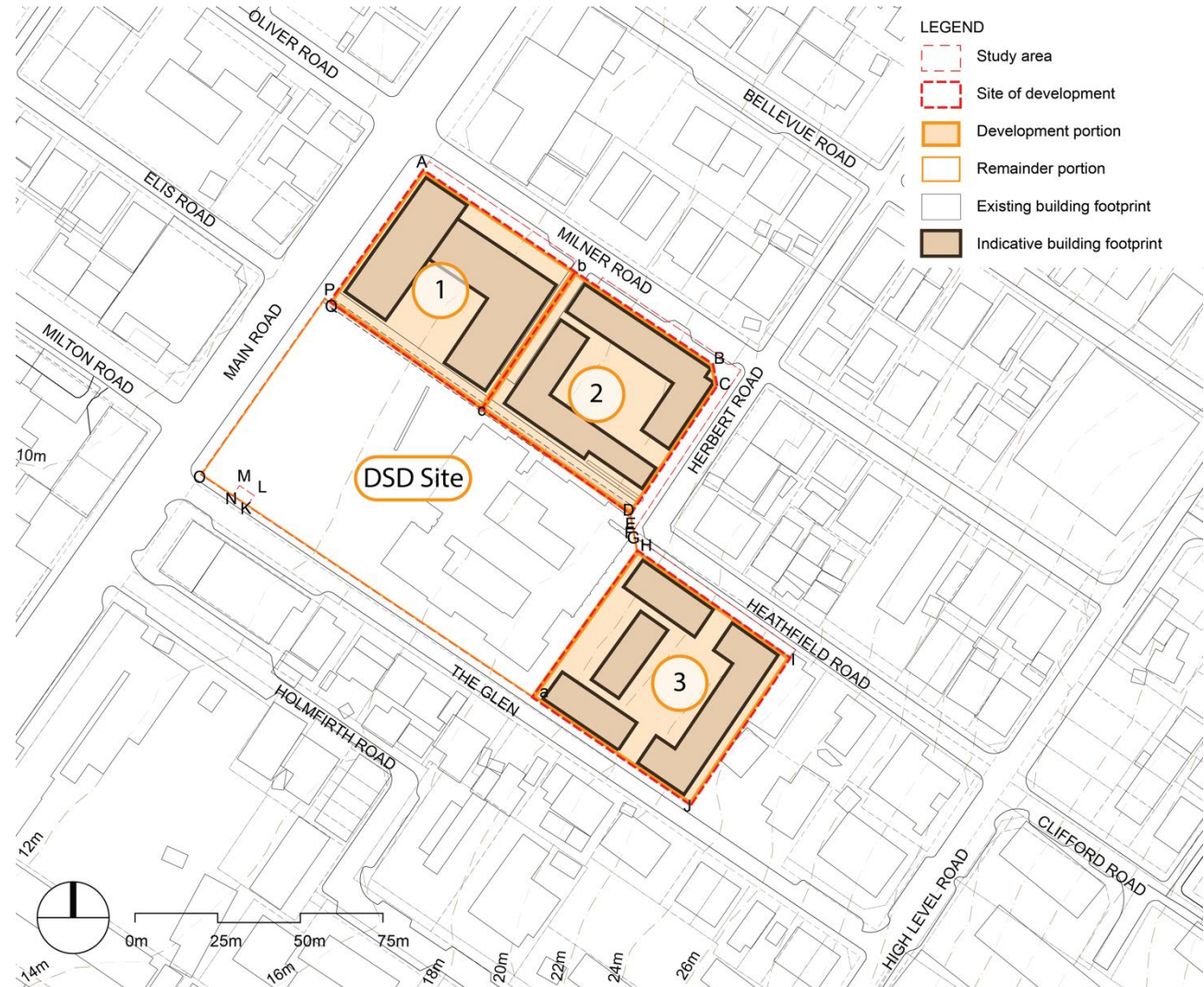


Figure 1-1 Site of Development

1.2 Purpose of the Design Guidelines

The purpose of these design guidelines is to:

- Expand on the strategic objectives and the concept design to achieve the desired outcome of the vision: ***“353 on Main is envisioned to be a vibrant, inclusive, safe, urban-living, mixed-use development, embracing heritage whilst offering social facilities, affordable housing, shared spaces, and integrated amenities”***
- To provide guidance for future development in terms of built form and open space..

1.3 What do the Design Guidelines Include

Instead of being overly prescriptive and focussing on individual buildings, the development guidelines provide guidance at the level of the development parcel to enable the practical realization of the development vision and inform and guide the future detailed design processes. The 'Site of Development' is proposed to be divided into three development block parcels, parcels 1,2 and 3. The guidelines will address both the built form, open space and safety and precinct management. Built form guidelines will address:

- Building placement
- Build-to and setback lines
- Interface conditions
- Bulk, massing and height

- Access and parking
- Land use and activity

Open Space guidelines will address:

- Streets
- Pedestrian right of way
- Courtyards
- Roofscapes
- Hard and soft landscaping
- Lighting and furniture
- Stormwater management.

Guidelines addressing safety and precinct management include:

- Safety and security
- Precinct management and maintenance
- Shared utilities and amenities

1.4 Guiding Principles

Building on the Spatial Planning and Land Use Management Act's (SPLUMA) principles of Spatial Justice, Spatial Sustainability, Efficiency, Spatial Resilience and Good Administration, several guiding principles frame the approach to the site design. The key characteristics that will be sought after in 353 on Main, are described below:

1.4.1 Vibrant and Mixed-use

Supporting a high-density, mix of use, activities, and destinations to support vibrancy and variety. Designed for community at a pedestrian scale with a strong level of comfort and belonging.

1.4.2 Inclusive, Safe and Secure

A place that is inclusive to all with a variety of housing opportunities for a range of user types and income levels.

A living environment that is surveilled, active, safe, and secure. A development that ensures surveillance over streets and spaces with active ground floors where appropriate.

1.4.3 Sense of Place

A place of living and learning with a comfortable, high-quality environment. A pioneering example of design solutions for local and contextual challenges.

1.4.4 Convenient

Conveniently located within the City structure, allowing for access to opportunities both locally and regionally. Universal access is designed with all users in mind, including children, the elderly and people with disability.

2 INTENTIONS FOR THE BUILT FORM

2.1 Building Placement

To achieve the desired urban character of 353 on Main and to retain the urban character of the context, buildings within the development parcels are positioned to form perimeter blocks with large multifunctional courtyards contained within.

The guidelines require that buildings are located on the perimeter of development parcels and that they have active and / or positive edges to interact with and contribute to the quality of the public realm (streets).

The secure central courtyards within each perimeter block act as social spaces and can accommodate a range of semi-private functions from play spaces, gardens, washing, bicycle parking and emergency vehicle access.

2.2 Build to Lines and Setback

To guide the placement of buildings on the site, “build to” lines have been indicated. Build to lines set the placement of the front facade of the building within the development parcel.

In general, large building setbacks from the block boundary are discouraged in favour of prescribed build to lines and set back zones. Departures from the zoning parameters may be required.



Figure 2-1 NO: Avoid freestanding buildings within large setbacks from the street edge

(Source: <https://urbanage.lsecities.net/data/gb-architecture-revisiting-the-perimeter-block>)

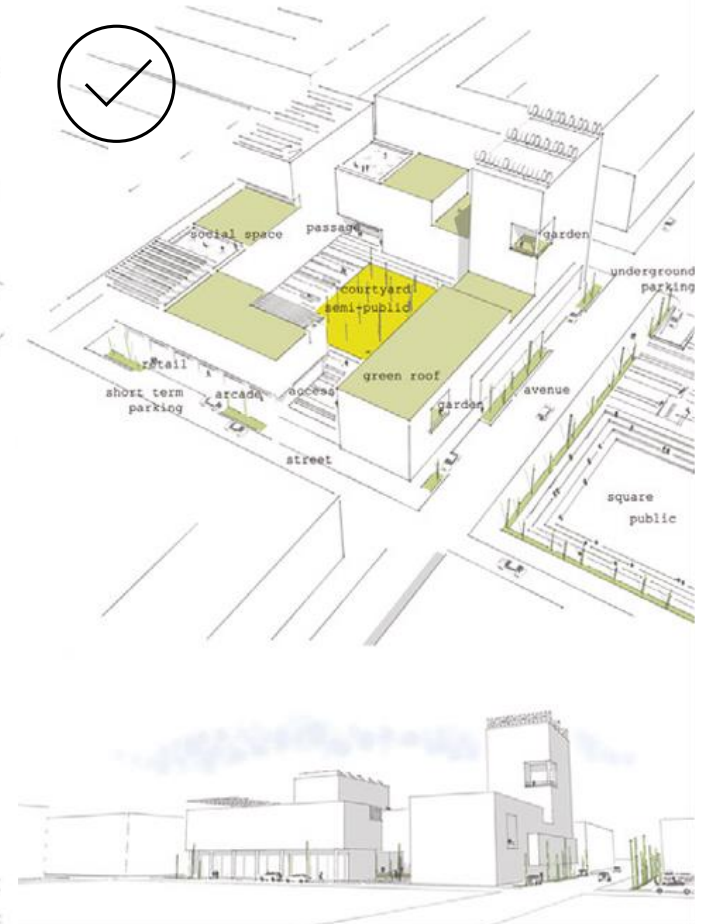


Figure 2-2 YES: Perimeter block

(Source: <https://urbanage.lsecities.net/data/gb-architecture-revisiting-the-perimeter-block>)

2.3 Interface Guidelines

The site is located within an established urban context and it is critical that the proposed development responds sensitively to the public realm and contribute positively to the surrounding urban character. The way the development interfaces with the streets, public spaces and neighbouring properties, is therefore crucial to ensure a strong contextual fit and maintaining the integrity of the area.

Interface guidelines are given for the development edges. These give fixes to build-to lines, setbacks, overlooking features, levels, facade treatment and visual permeability. The fixes are minimal allowing for maximum flexibility in the individual design of each building of the development.

General interface guidelines include:

- Building facades fronting the public realm should be visually active and include windows, doors and transparent walls.
- Ground floor units should have ground floor access to promote activation of the facade and adjoining public realm.
- The use of level changes is useful to demarcate the public and private realm: front stoeps, steps, low walls, colonnades, overhangs and planting are all elements that can be used to create a sense of privacy from the public street, while still providing surveillance



- Provide protection from the elements with overhangs, colonnades, shading elements and strategic tree planting
- Balconies should be incorporated to ensure that there is passive surveillance overlooking the public realm. **NOTE:** *In the case of a balcony projection over the property boundary a servitude area will need to be registered with the City*
- Articulate facades of larger, longer buildings by avoiding repetitive fenestration. Include protruding elements, changes in materials and shadow lines.

Six typical interface conditions are identified in Figure 2-3 with more detailed description of each:

2.3.1 Interface Condition 1

This interface condition deals with the mixed-use development edges. This condition is along Milner Road, Main Road and along the proposed public pedestrian right of way.

It is typically an active ground floor use with a semi-public covered terrace that serves as a transition space to the public street.

It is important to minimise and mitigate the inactive edge a basement could contribute to the street, and aim to achieve a ground floor that becomes an extension of the public realm.

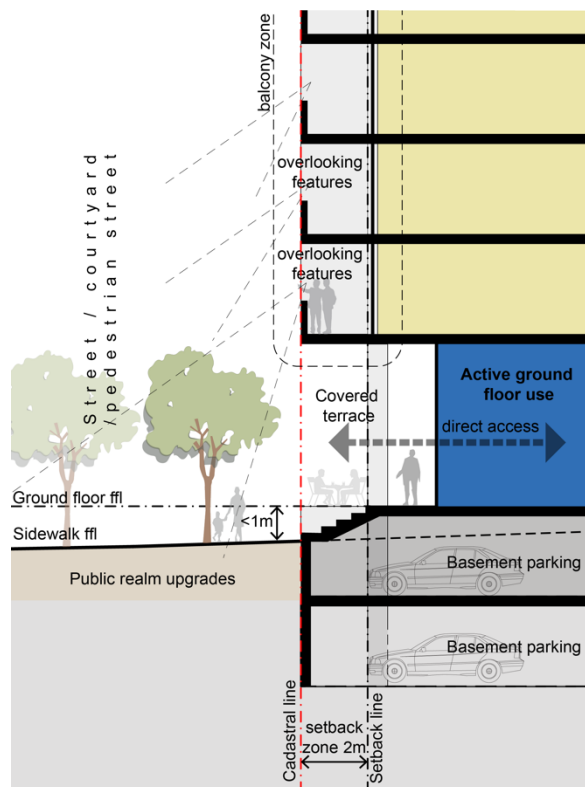


Figure 2-4 Typical section: Interface condition 1

Ground Floor

- 2m setback zone. The structural line (setback line) of the building needs to be set back at least 2m from the boundary (cadastral line) with balconies and façade elements permitted to extend to the cadastral line. Along Main Road, the setback zone could be increased to allow for an expansive covered terrace serving the active ground floor uses.
- Provide as many entrances as possible for street level activation.

- Provide a minimum of 3.5m floor to ceiling height.
- Level change from sidewalk (public realm) to ground floor should be less than 1m.
- Take advantage of level changes between street and ground floor to define privacy gradient. Maximise accessibility to the terrace from the street.
- Minimum of 30% glazing of building façade
- No parking on ground floor

Above Ground Floor

- Provide overlooking features (windows and balconies)
- Balconies should not project beyond the property boundary
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor



Figure 2-5 Active ground floor with residential units above. (19 Kloof Road, Sea Point).

2.3.2 Interface Condition 2

This interface condition is along Milner Road and aims to accommodate the services and delivery edge associated with the mixed-use functions of the development in a manner that does not negatively affect the public realm. Two protected trees are also located along this edge.

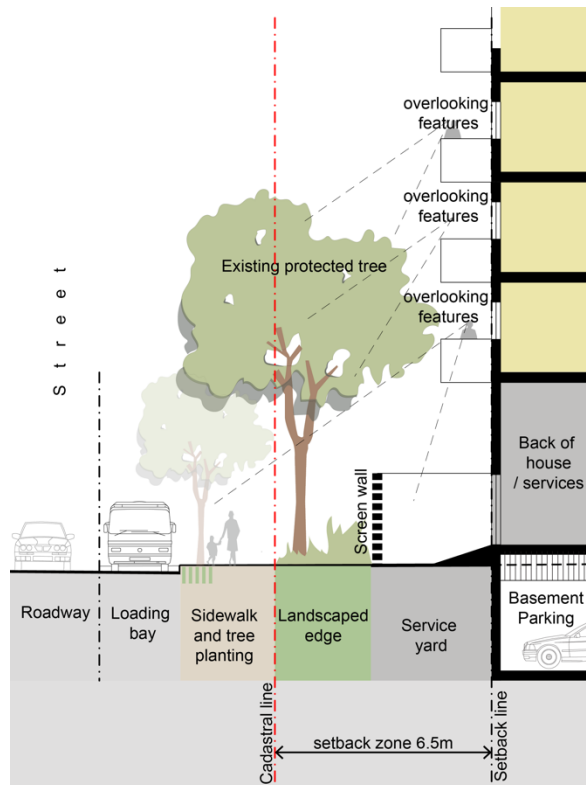


Figure 2-6 Typical section: Interface condition 2

Ground Floor

- 6.5m setback zone. This setback is to accommodate the back-of-house functions, to

acknowledge the two protected trees and to minimise the impact of the development's height on the public realm.

- Provide a visually permeable screen wall, if required, to conceal the back-of-house functions
- Use landscaping to soften the screen wall and to conceal any negative elements associated with the services and deliveries as illustrated in Figure 2-7.

Above Ground Floor

- Provide overlooking features (windows and balconies)
- Balconies should not project beyond the property boundary
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor

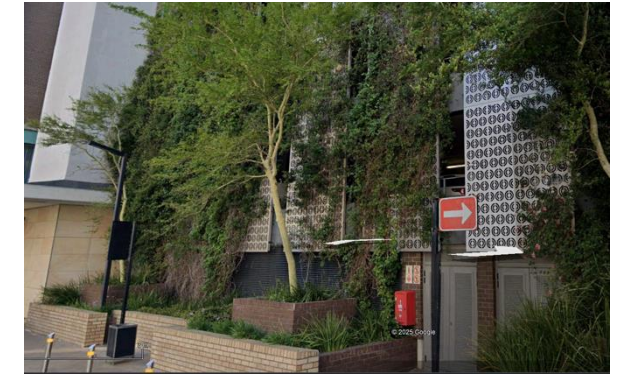
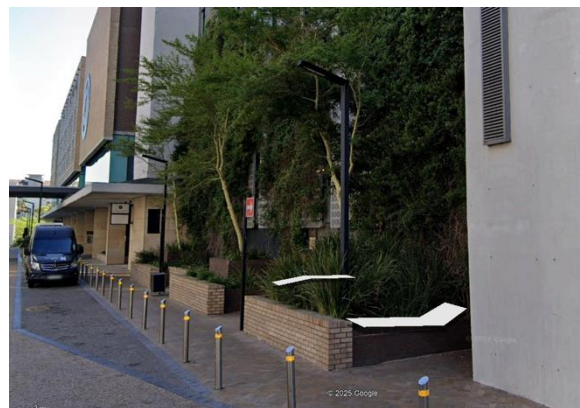


Figure 2-7 Example of screening elements and landscaping to create a positive street edge

2.3.3 Interface Condition 3

This interface condition focuses on the vehicular basement ramps and the building edges on either side.

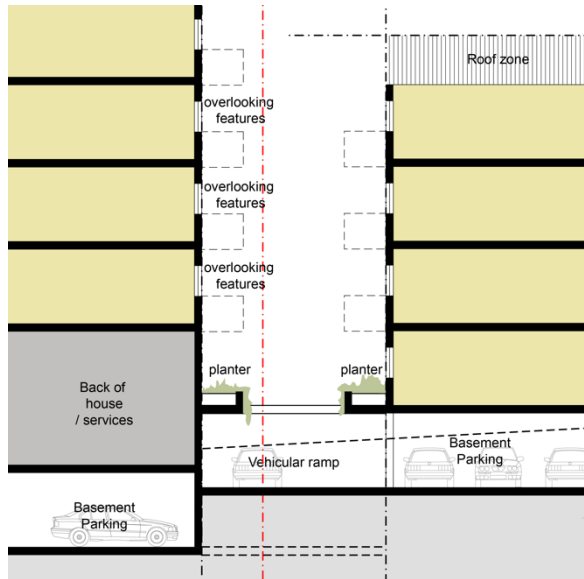


Figure 2-8 Typical section: Interface condition 3

Ground Floor

- Consider a roof, pergola or planted elements over the ramp to mitigate the negative effects (noise, fumes, etc) associated with vehicles accessing the basement.
- If and where possible, access to the ground floor units or back-of-house service areas, could be provided.

Above Ground Floor

- Provide overlooking features (windows and balconies) on at least one development edge.

- Balconies should not project beyond the property boundary
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor



Figure 2-9 Examples of elements to mitigate negative impact of ramp

2.3.4 Interface Condition 4

This interface condition is along Milner, Herbert, Heathfield Roads, The Glen and the public pedestrian right of way. It deals primarily with the residential ground floor edge.

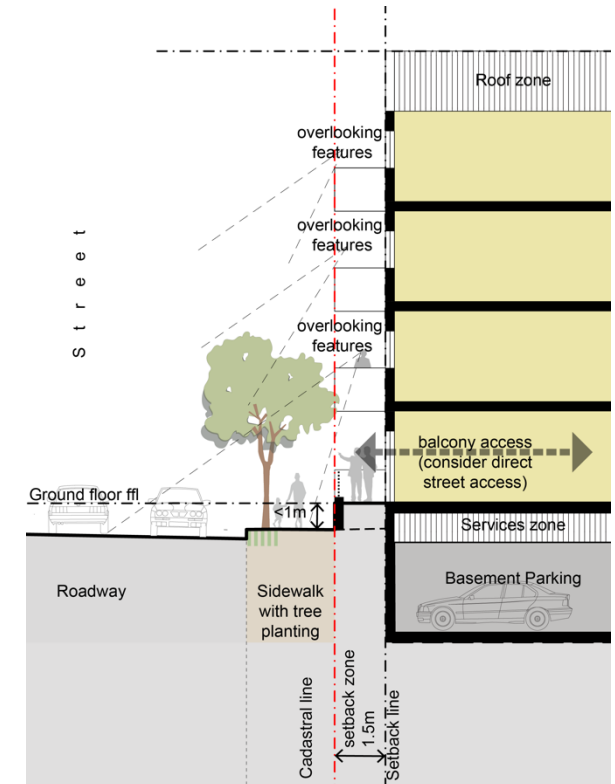


Figure 2-10 Typical section: Interface condition 4

Ground Floor

- 1.5m setback zone. This zone allows for a small garden or balcony that provides a positive edge to the development through passive surveillance.

- If possible, provide direct pedestrian access from the street to the ground floor units.
- Provide as many entrances as possible for street level activation.
- Level change from sidewalk (public realm) to ground floor should be less than 1m.
- Take advantage of level changes between street and ground floor to define privacy gradient.
- Minimum of 30% glazing of building façade
- No parking on ground floor

Above Ground Floor

- Provide overlooking features (windows and balconies)
- Balconies should not project beyond the property boundary
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor



Figure 2-11 Example of balcony or garden to activate public realm



Figure 2-12 Where possible, provide direct access to ground floor units.

2.3.5 Interface Condition 5

This refers to the building edges that define the courtyards within the respective development parcels.

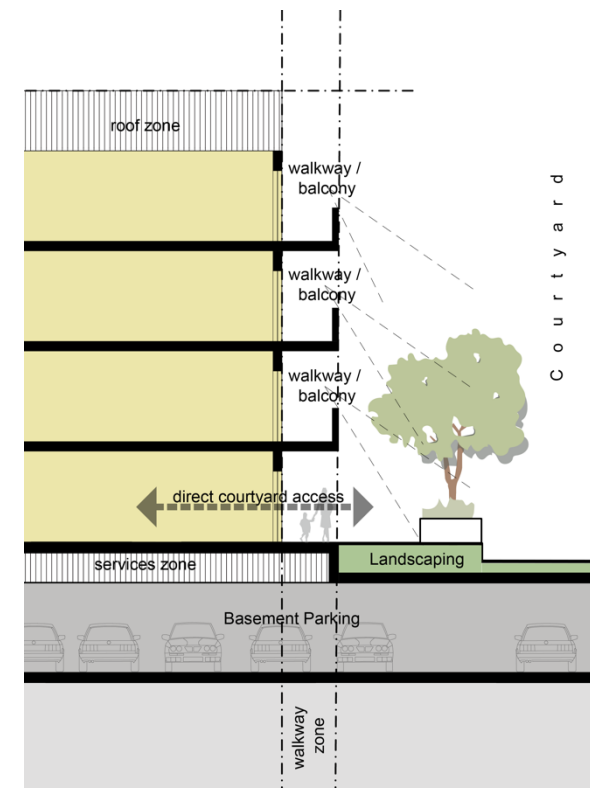


Figure 2-13 Typical section: Interface condition 5

Ground Floor

- Provide as many entrances as possible to activate the courtyard.
- Carefully consider the levels of the courtyard to ensure sufficient planting depth for landscaping.

- Use level changes between courtyard and ground floor to define privacy gradient.
- Minimum of 30% glazing of building façade
- No parking within the courtyards

Above Ground Floor

- Provide overlooking features (windows and balconies)
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor



Figure 2-14 Example of how the building edges activate the multifunctional courtyards

2.3.6 Interface Condition 6

This relates to the edges of the development that face on to other private erven. The aim is to ensure that the space between the built form and the property boundary is effectively utilised.

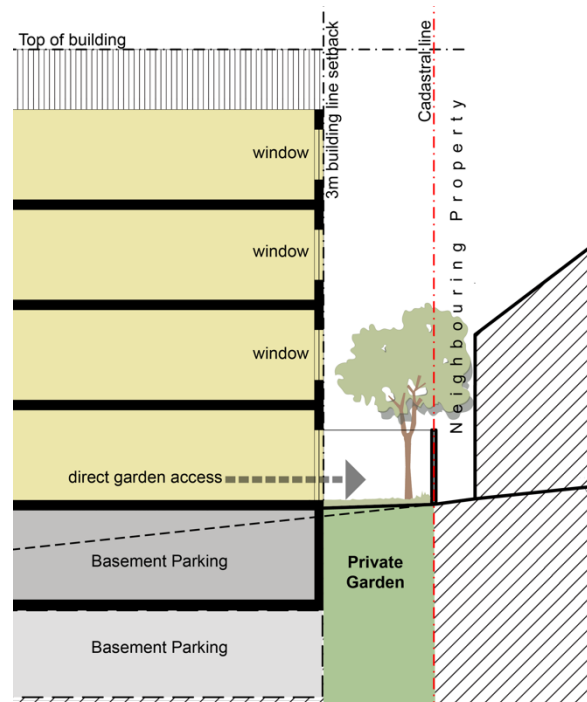


Figure 2-15 Typical section: Interface condition 6

Ground Floor

- Ensure the ground floor units have direct access to the space between building and neighbouring wall.
- Consider privatising these spaces and allocate them to the relevant units.

- Allow for these spaces to be landscaped as private gardens.

Above Ground Floor

- Provide windows and preferably not balconies, to ensure gardens below are not negatively affected due to privacy concerns.
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor



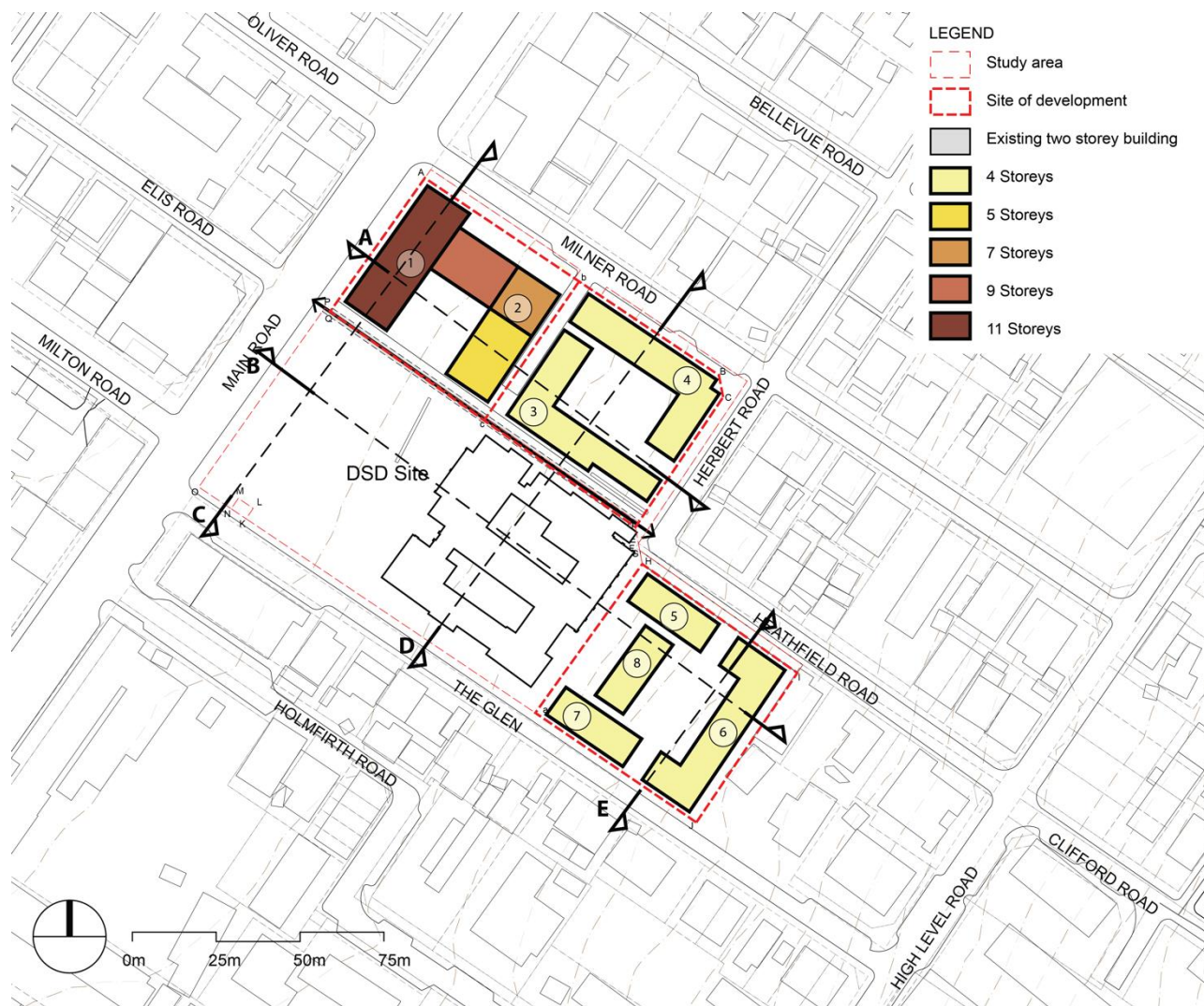
Figure 2-16 Private ground floor gardens

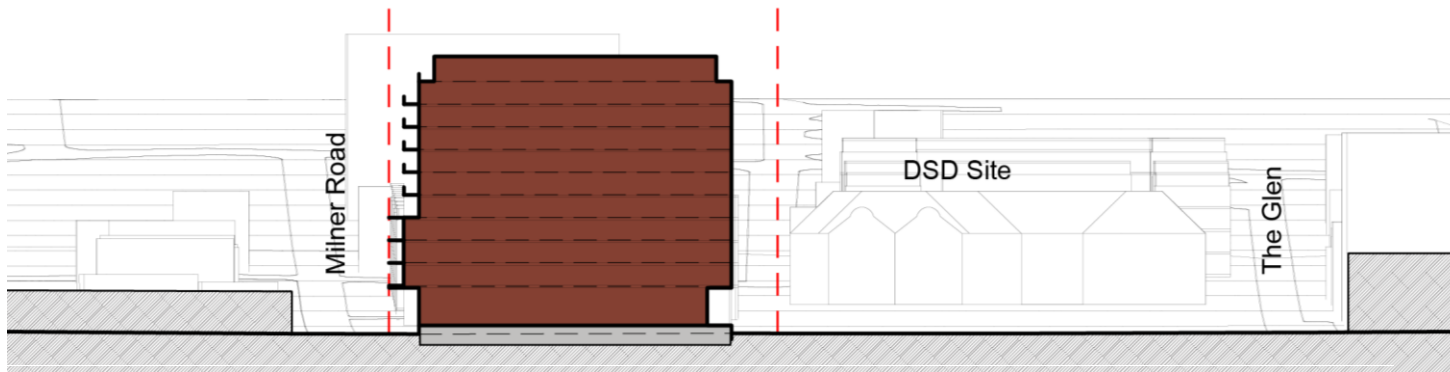
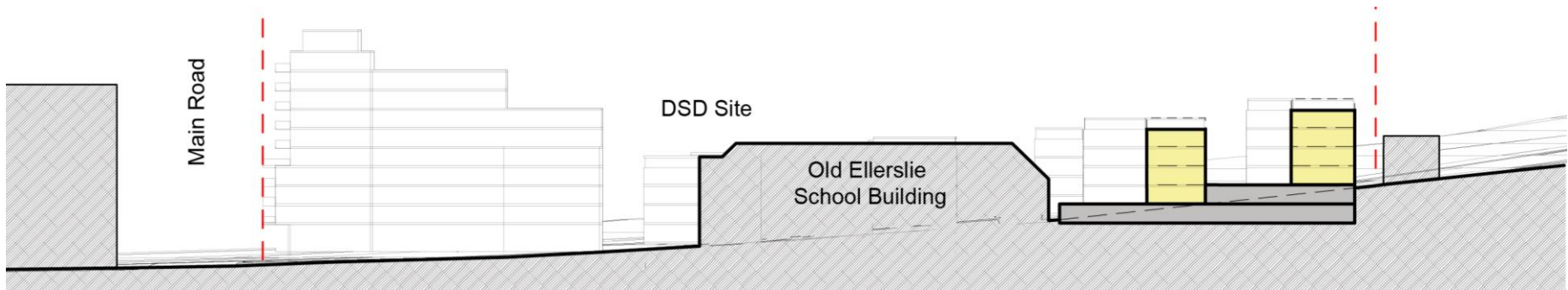
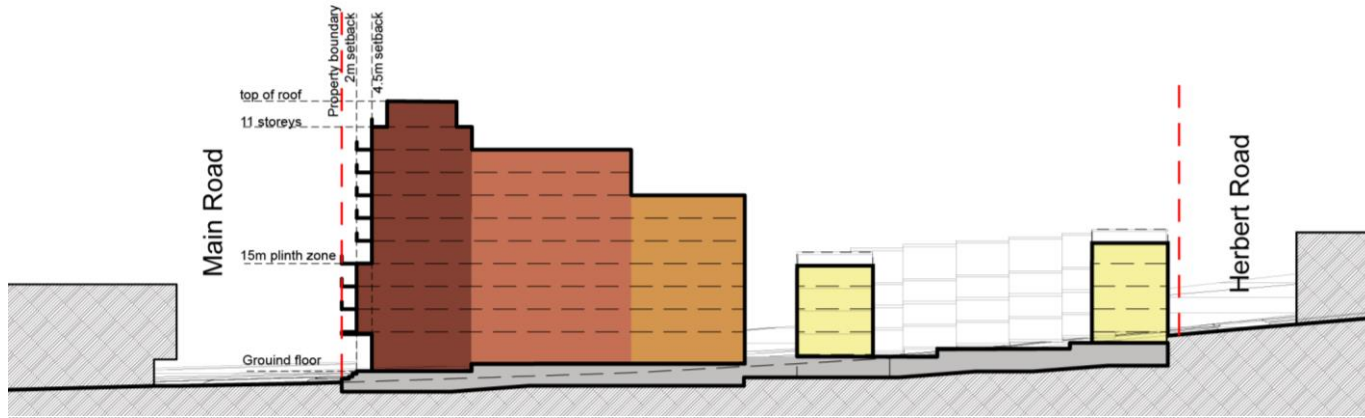
2.4 Bulk and Massing

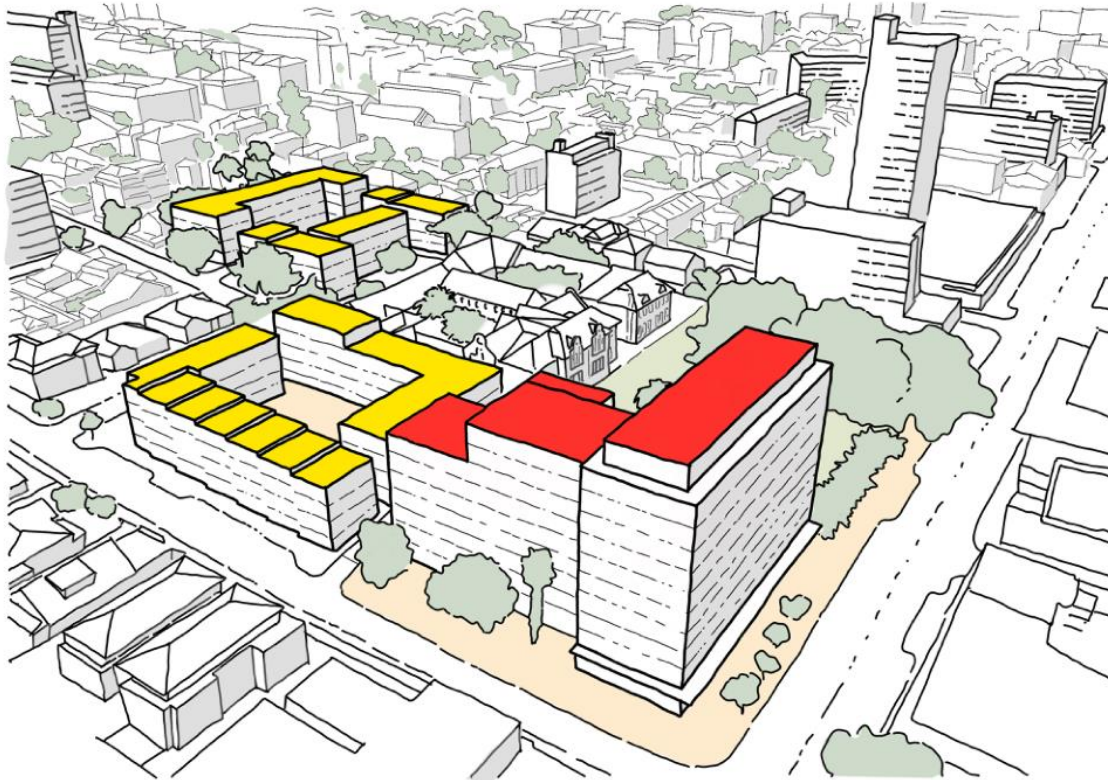
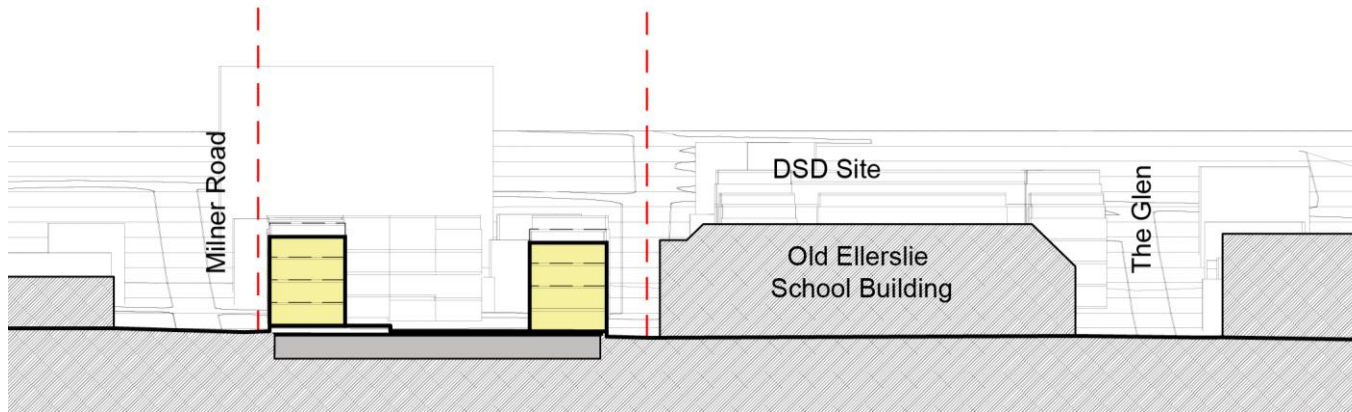
A recommended maximum bulk has been calculated for the 353 on Main development. The assignment of bulk to individual development parcels is not fixed but indicative of a general distribution of bulk within the overall bulk total (22,278m²). Bulk may be shifted around the site, and redistributed between the three development parcels, but the Municipal Spatial Development Framework encourages 11 storey heights along Main Road and greatest height should be located here. Heights of more than four storeys on development parcels 2 and 3 should be avoided as it will have a negative impact on the streetscape and character. To achieve a contextual fit, stepped roofscapes along Milner, Herbert, Heathfield and The Glen are strongly encouraged to ensure a fine grain development.

The massing of buildings needs to consider views, sunlight, the relationship with streets and spaces, landmarking and be respectful of the contextual building grain and mass. The guidelines provide heights for indicative buildings within each development parcel. These relate to the overall massing distribution and bulk allocation but are similarly flexible to bulk, within reason.

Total Site Area	8,647,5 m ²
Maximum Bulk	22,278m ²
Floor Area Ratio	2.5
Site Coverage	50 %
Height	4 – 11 Storeys







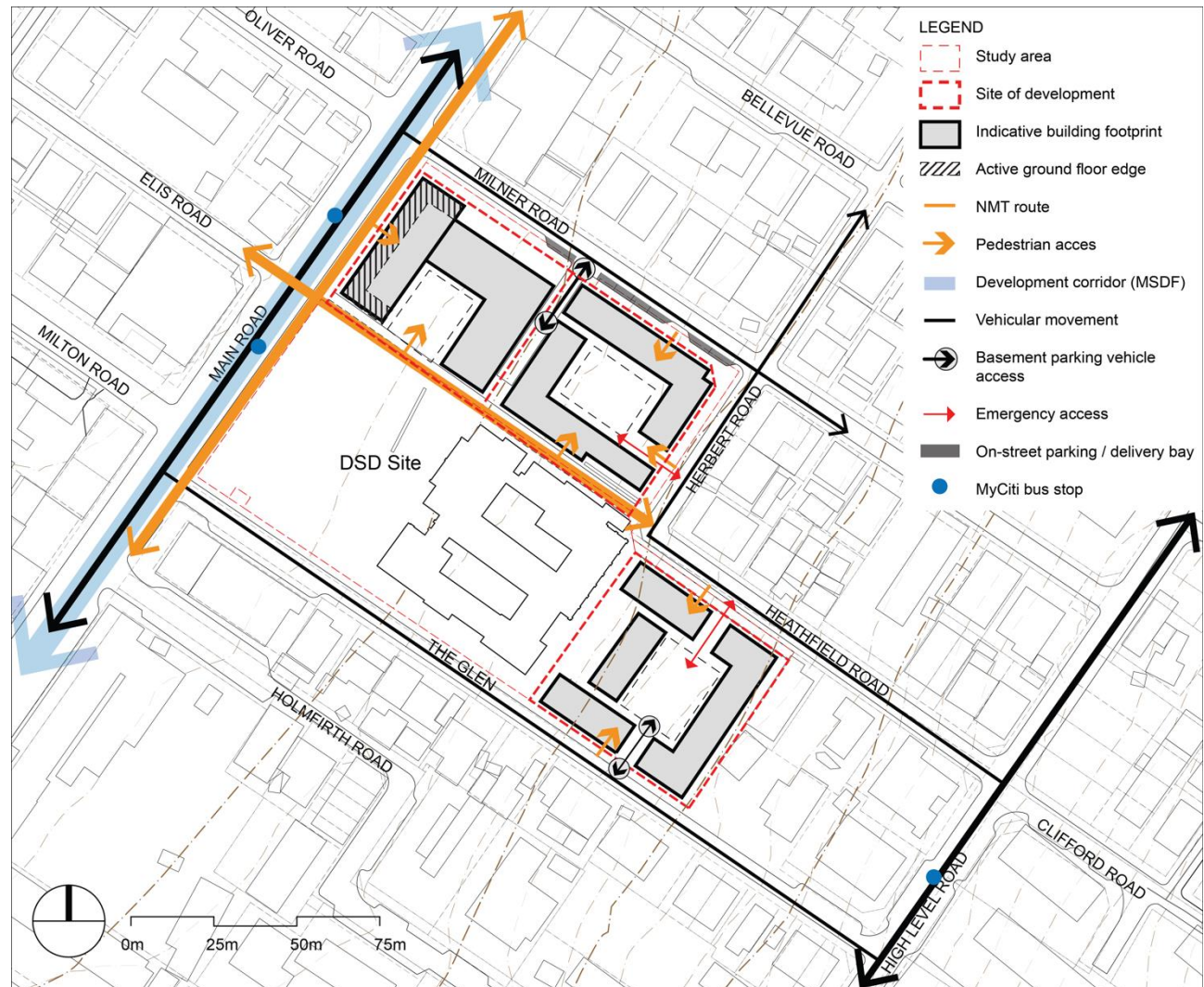
2.5 Access and Parking

2.5.1 Pedestrian Access

- Provide as much as possible direct ground floor street access.
- Allow direct ground floor access into the ground floor retail/commercial units.
- Consolidate entry points into upper level residential units through courtyards / lobby areas associated with the building cores.
- Provide pedestrian access from the proposed pedestrian street.

2.5.2 Vehicular Access

- Vehicle access to the development parcels are on Milner Road and The Glen. Both these streets are classified as Class 5 Local Streets.
- Parcels 1 and 2 share an access off Milner Road, in the centre of their subdivisional line, roughly at an intersection spacing of 60m from Main Road and 60m from Herbert Road.
- Parcel 3 is accessed off The Glen roughly 90m from High Level Road and 115m from Main Road.
- Emergency (and service) vehicle access to the courtyards of Parcels 2 and 3 should be considered from Herbert Road and Heathfield Road.



2.5.3 Parking

- The site is located within a PT2 zone and well located in terms of public transport. A minimal to zero parking ratio can be motivated for within PT2 zones, and the 353 on Main Development aligns with this, motivating for a reduced parking ratio.
- It is envisioned that parking is provided in basements on each of the tree parcels and no surface parking should be allowed within the courtyards or on building edges at street level.
- To respond to market needs and considering other similar developments in the area, it is recommended that a ratio of 0,5 bays per residential unit are provided. A total of 290 bays could be provided. A further mandatory 10 bays need to be provided on development parcel 3 for the Department of Social Development site.
- Currently there are well used public parking bays on Main Road and Milner Road which could also serve this development.

2.5.4 Basements

- Basements should ideally be full basements and not semi-basements, due to possible blank edges of basements and the negative effect it has on the public realm. However, if semi basements are pursued, consider the street interface. Blank edges should not be higher than 1m.
- Consider stepping the basement, stepped floor plates above and stepped roof scape that responds to the sloping topography and fine grain residential character.

- Design the basements around the root balls of the protected trees. Arborist input is required to ensure the survival of the trees.
- Development parcel 1 and 2 has shared access off Milner Road.
- Development parcel 3 has separate access off The Glen.

2.5.5 Bicycles

- Cycling is an important form of transport for both fiscal and environmental purposes. To promote a cycling culture, elements such as bicycle storage should be incorporated in the development design. To reduce the impact on individual units, shared bicycle storage at ground floor level is promoted.
- The provision of safe storage options is imperative. These should be located internally to the development and associated with lobby areas. Providing smaller, more frequent clusters of covered bicycled storage is preferred over large, centralised storage.



Figure 2-24 Centralised shared bicycle storage

3 INTENTIONS FOR OPEN SPACE

3.1 Open Space components

The development needs to positively respond to the public realm and open space system. The components of open space, are:

- Main Road - Consider providing a wide public 'stoep' along Main Road to integrate and consolidate the verge with a spill out space that acts as a social space.
- Semi-private courtyards - provide social amenities, secure access to the development parcels, natural light and ventilation.
- Open space on the DSD Site that will not be accessible to the public (private park). Visually integrate with this open space by orientating a courtyard to face the park.
- Public pedestrian street (Public NMT Route) should be universally accessible and if a fence is required along the DSD Site, ensure it is visually permeable. If possible have direct ground floor access to development from this street to activate its northern edge.
- Protected trees – consider basement and ramp access to retain the trees.

3.2 Landscaping

Refer to Appendix A.

3.3 Stormwater Management

Refer to Appendix B.

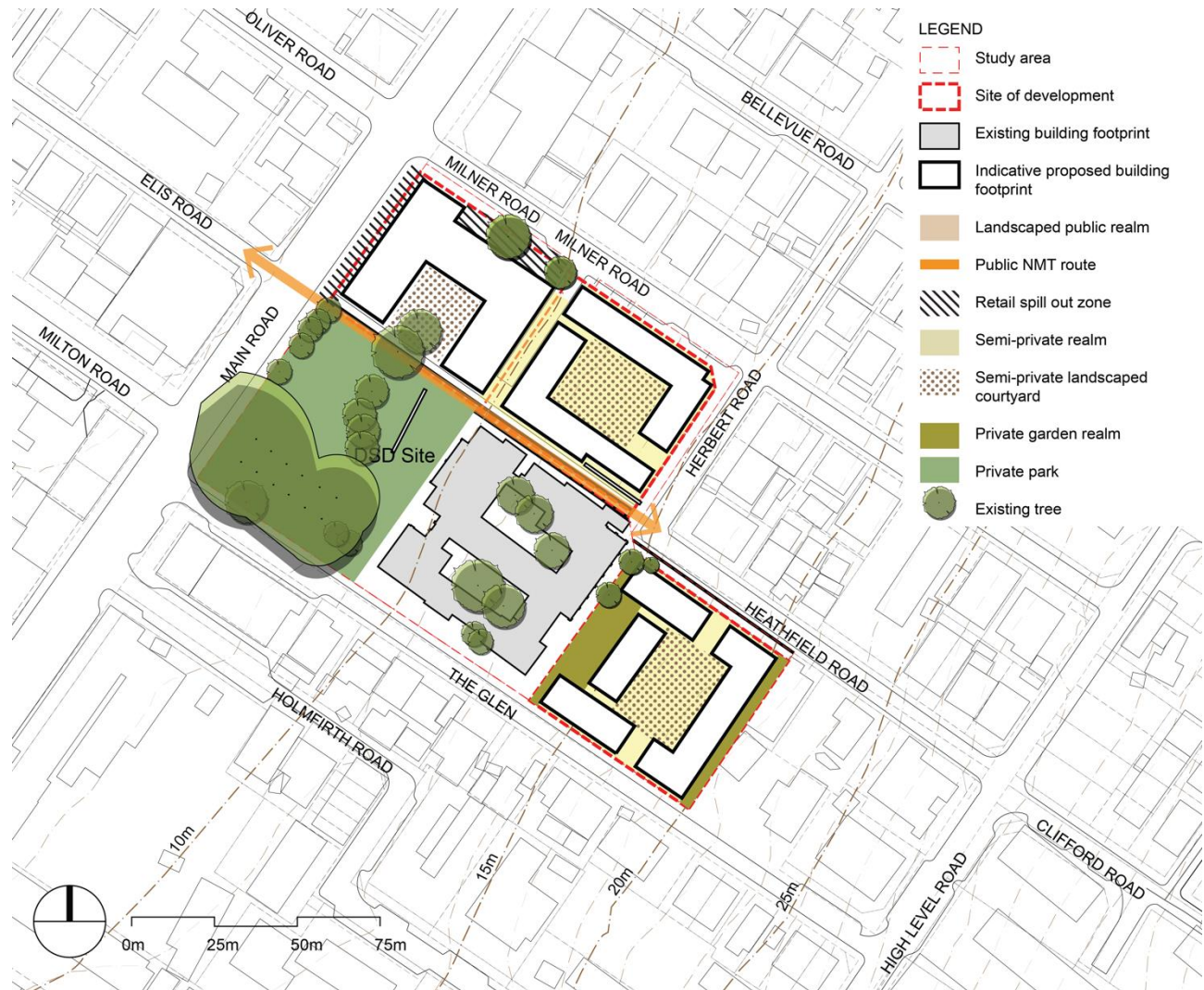


Figure 3-1 Open Space System

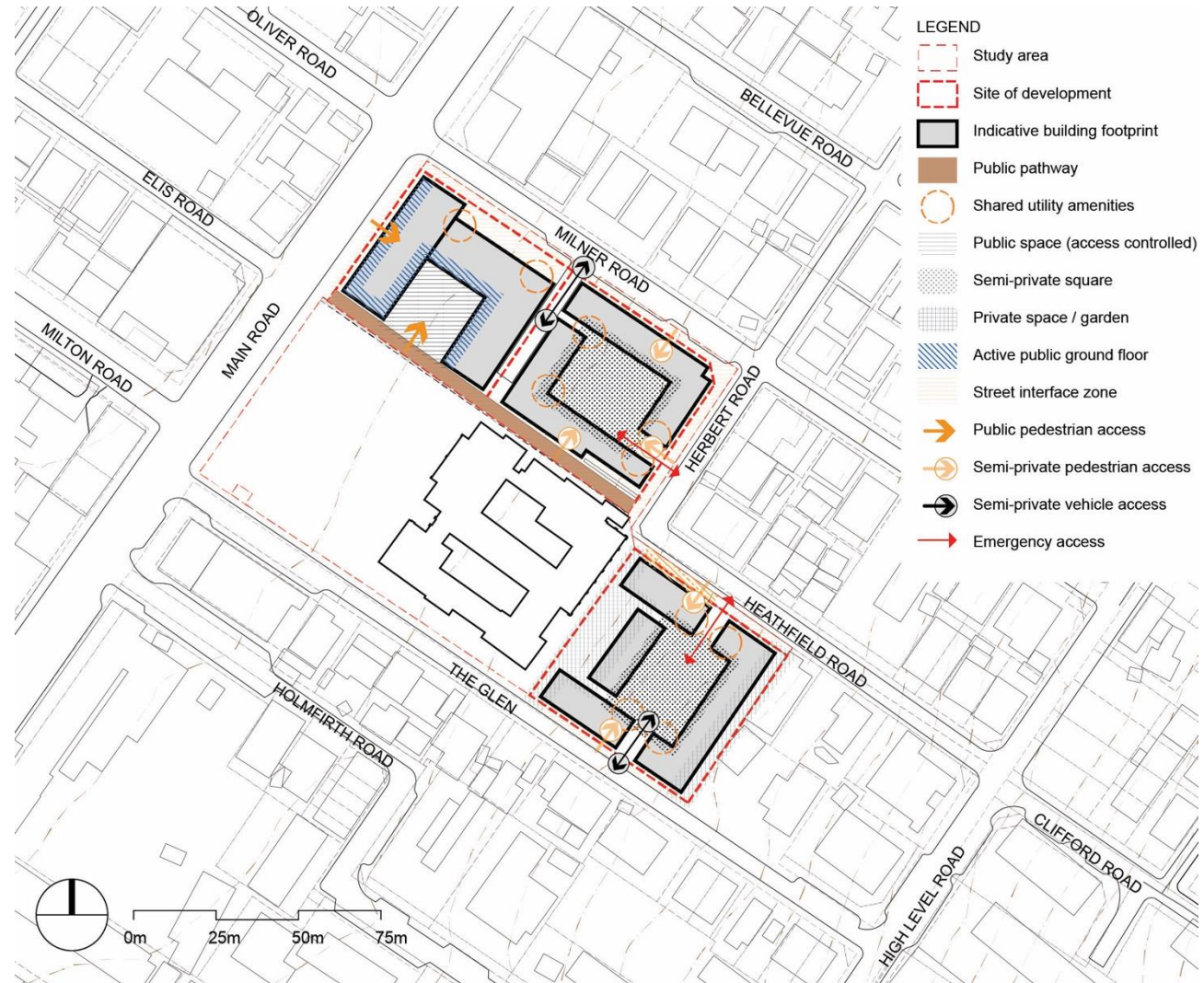
4 SAFETY AND PRECINCT MANAGEMENT

Providing a safe and secure living and working environment that is well managed is a vital element to the success of any development. The following guidelines assist in achieving the desired design objectives.

4.1 Safety and Security

The approach to security can affect the sense of place of development, its integration into the context and its durability. Ensure that the development is considered a piece of the neighbourhood avoiding traditional gated developments or complexes.

- Avoid a solid blank boundary wall with one guarded access point.
- Address security at a development parcel or building level. Make use of technology where possible to enhance security e.g. security cameras, key cards, fingerprint sensors etc.



- Allow direct ground floor access into ground floor retail/commercial units but consolidate entry points into upper-level residential units through courtyards / lobby areas associated with the building core.
- Associated shared/active facilities with courtyard / lobby entry points.
- Perimeter fences should be kept to a minimum, but when unavoidable fences must be visually permeable (ClearVu (or equal product). No palisade fencing.
- Provide passive surveillance opportunities from buildings over public spaces to provide more 'eyes on the street' by providing windows, and balconies where possible, on the upper levels.
- In the case of the proposed public pedestrian street (pedestrian pathway), a strong visual link to the resources of the DSD site (old Ellerslie School building and forecourt garden) needs to be maintained.

4.2 Shared Utility Amenities

Washing lines and refuse bins can negatively impact on the public realm of the development if not designed and located appropriately. Although different in nature refuse and washing hanging areas have similar guidelines:

- Provide smaller more frequent areas for refuse and hanging washing to minimise

their visual impact. Associate these areas with each development block or small group of buildings to increase security and accessibility. Should washing lines be included on balconies it should be screened from sight from the street or public space.

- Create visual screening to mitigate visual impact of utility areas.
- Located utility areas in safe, accessible locations close to buildings rather than in secluded areas of the site. Use courtyards areas where possible.
- Provide access control to utility areas to minimise vandalism and security issues.
- Where possible provide screened, washing and hanging areas on building roofs.
- Rainwater storage tanks should be visually screened and located on roofs or next to buildings.
- Provide shared bicycle storage space on ground floor.

5 DEVELOPMENT GUIDELINES

5.1 Development Parcel 1

Development parcel 1 is located on the western most parcel of the site and is encompassed by Main Road to the west, Milner Road to the north, Development parcel 2 to the east and the proposed pedestrian street to the south.

5.1.1 Development Parameters

Parcel Area	2765m ²
Proposed Bulk	10,386m ²
Coverage	55%
Proposed Zoning	GB5
Height Range	4-11 storeys
No. of parking bays	120

5.1.2 Intent and Desired Character

This parcel has the highest bulk of the three parcels. The intention is to create a lively mixed-use building that contributes positively to the activity of Main Road. The ground floor needs to

be accessible to the public with shops, restaurants, entertainment and community facilities. Residential floors above should engage with the street with balconies and large windows to overlook Main Road, Milner Road and the proposed pedestrian street.

The site is not a prominent location and does not call for a landmark in its architectural expression, instead seek to create an elegant background building that does not detract from the heritage resources of the DSD site with its tangible resources (old Ellerslie School building and forecourt garden).

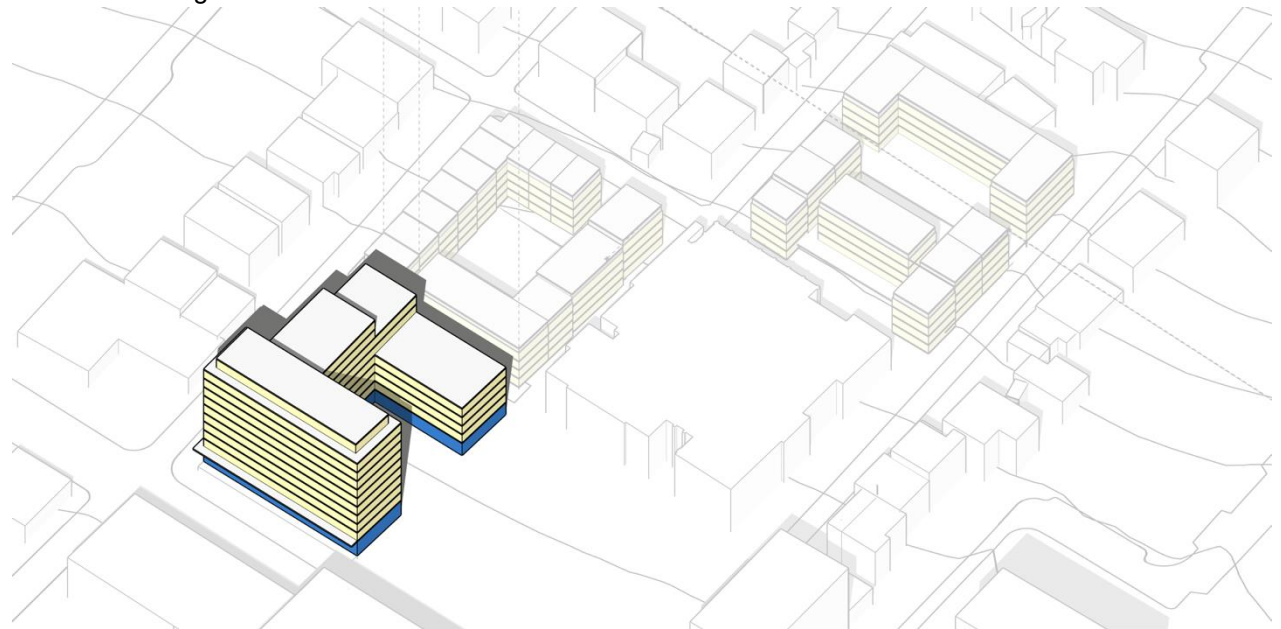
Maintain a strong visual link with the DSD site.

5.1.3 Land Use and Massing

Development parcel 1 includes a **mix of uses** in a 5-11 storey envelope with predominantly open market residential, retail on ground floor and one to two levels of basement parking.

5.1.4 Access and Parking

The ground floor should have direct pedestrian access from Main Road and the proposed pedestrian route, through as many as possible entrances to ensure activation of the public realm.



A foyer space with vertical circulation core(s) need to be provided on the ground floor to provide secure access to the upper residential units. Shared utility amenities should be grouped with these circulation cores.

Vehicular access to the basement(s) is from Milner Road. No vehicular access or parking is envisaged on ground floor level. Services associated with the public ground floor uses should be on Milner Road, with a dedicated delivery parking bay.

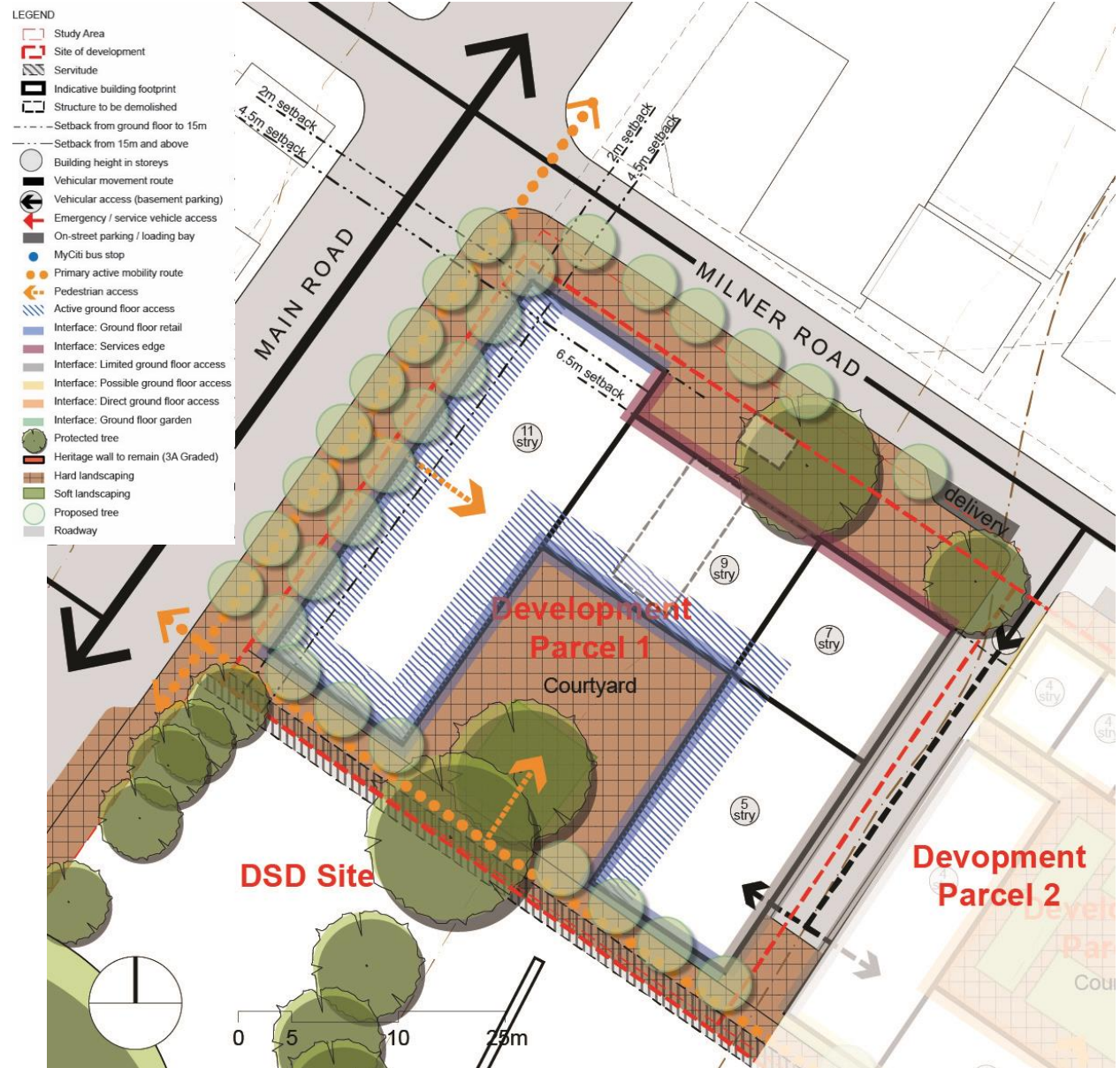
5.1.5 Interface conditions

Level changes between the building and Main Road, and between the courtyard and the pedestrian route, need to be carefully considered and used to define public, semi-public and private space. Visual permeability with casual human surveillance should prevail and privacy should be clearly defined.

There are 3 different interface conditions applicable to the development edges of Parcel 1:

- Type 1: Ground floor retail
- Type 2: Services edge
- Type 3: Limited ground floor access

NOTE: See section 2.3: Interface Conditions for more information.



5.2 Development Parcel 2

Development parcel 2 is located on the north eastern corner of the site and is surrounded by Milner Road to the north, Herbert Road to the east, the proposed pedestrian street to the south and parcel 1 to the west.

5.2.1 Intent and Desired Character

The intention for this parcel is a low to medium rise (3-4 storey) residential walk up consisting of a series of buildings arranged around a semi-private courtyard.

To ensure a contextual fit, single level floor plates are discouraged and the built form should be guided by the topography of the site. Consider stepping the building as much as possible along Milner Road and the pedestrian street to ensure a good ground floor street interface and to achieve a fine grain character that reflects the smaller residential buildings in the area.

Maintain a strong visual link with the DSD site.

5.2.2 Land Use and Massing

Development parcel 2 is exclusively set aside for social housing units in a 3-4 storey envelope and one to two levels of basement parking.

5.2.3 Development Potential

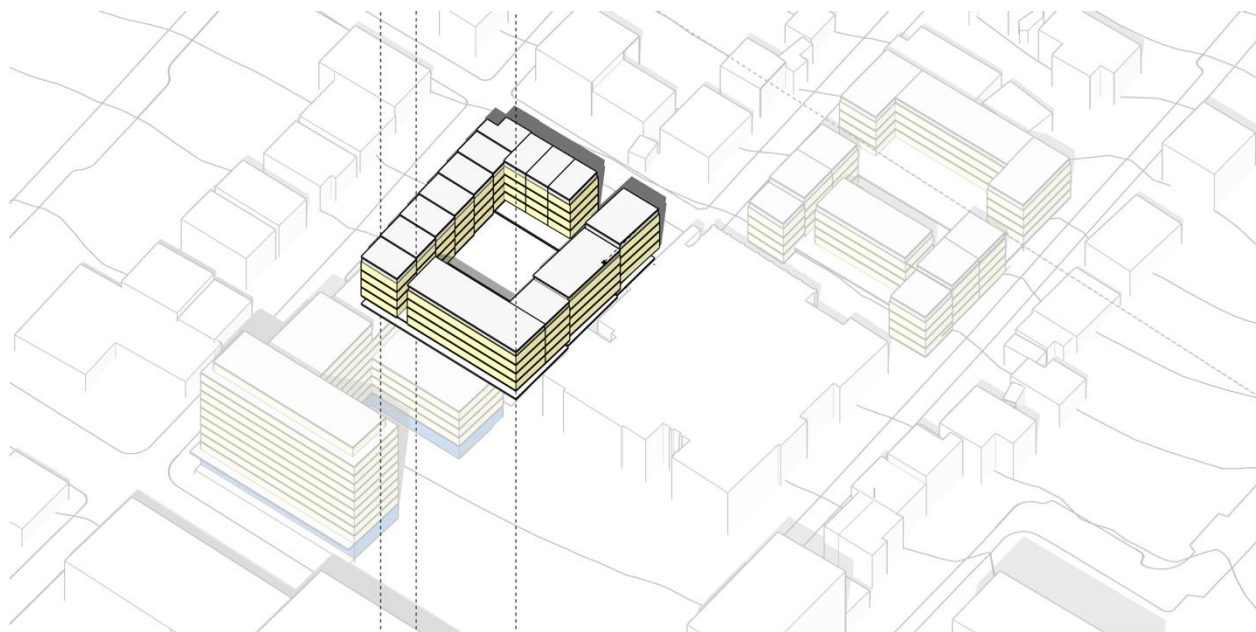
Parcel Area	2782m²
Proposed Bulk	5,232m ²
Coverage	47%
Zoning	GR4
Height Range	3-4 storey
No. of parking bays	120

5.2.4 Access and Parking

Pedestrian access to the courtyard should be off Milner Road, Herbert Road and the proposed pedestrian public street. If possible, provide direct street access to the ground floor units, with upper floors accessed via the courtyard.

Vehicular access to the basement is from Milner Road through a shared ramp with development parcel 1. No vehicular access or parking is envisaged on ground floor level.

An emergency and service vehicle access to the courtyard, could be provided off Herbert Road.



5.2.5 Interface conditions

Level changes between the building and the pedestrian street, Milner-, Herbert Road, and between the courtyard and the ground floor units, need to be carefully considered and used to define the privacy gradient from public, semi-public to private space. Visual permeability with casual human surveillance should prevail and privacy should be clearly defined.

There are 3 different interface conditions applicable to the development edges of Parcel 2:

- Type 3: Limited ground floor access
- Type 4: Possible ground floor access
- Type 5: Direct ground floor access

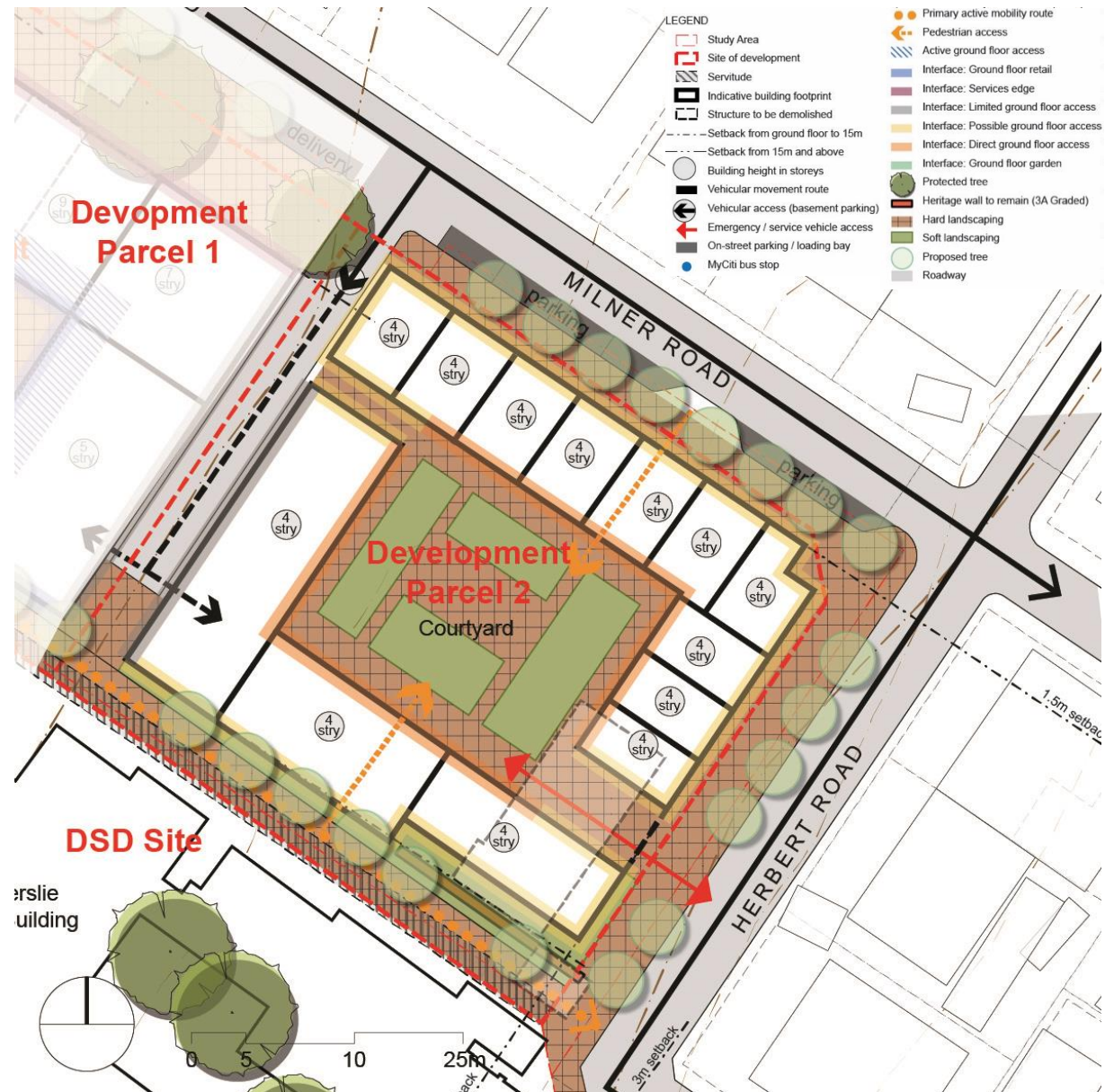
NOTE: See section 2.3: Interface Conditions for more information.

5.2.6 Landscaping

Refer to Appendix A.

5.2.7 Heritage

Retain the low wall of heritage significance on the southern corner of the development, parallel to the public pedestrian street. Building to be set back to retain this element.



5.3 Development Parcel 3

Development parcel 3 is not connected to the other two parcels and is located on the far eastern corner of the site, encompassed by Heathfield Road to the north, a guesthouse to the east, Glen Road to the south and the DSD site (Old Ellerslie School) to the west.

5.3.1 Intent and Desired Character

The intention for this parcel is a low to medium rise (3-4 storey) residential walk up consisting of a series of buildings arranged around a semi-private courtyard.

To ensure a contextual fit, single level floor plates are discouraged and the built form should be guided by the topography of the site. Consider stepping the building as much as possible along Heathfield Road and The Glen to ensure a good ground floor street interface and to achieve a fine grain character that reflects the smaller residential buildings in the area.

Maintain a strong visual link with the DSD site.

5.3.2 Land Use and Massing

Development parcel 3 is exclusively set aside for social housing units in a 3-4 storey envelope and one to two levels of basement parking.

5.3.3 Development Potential

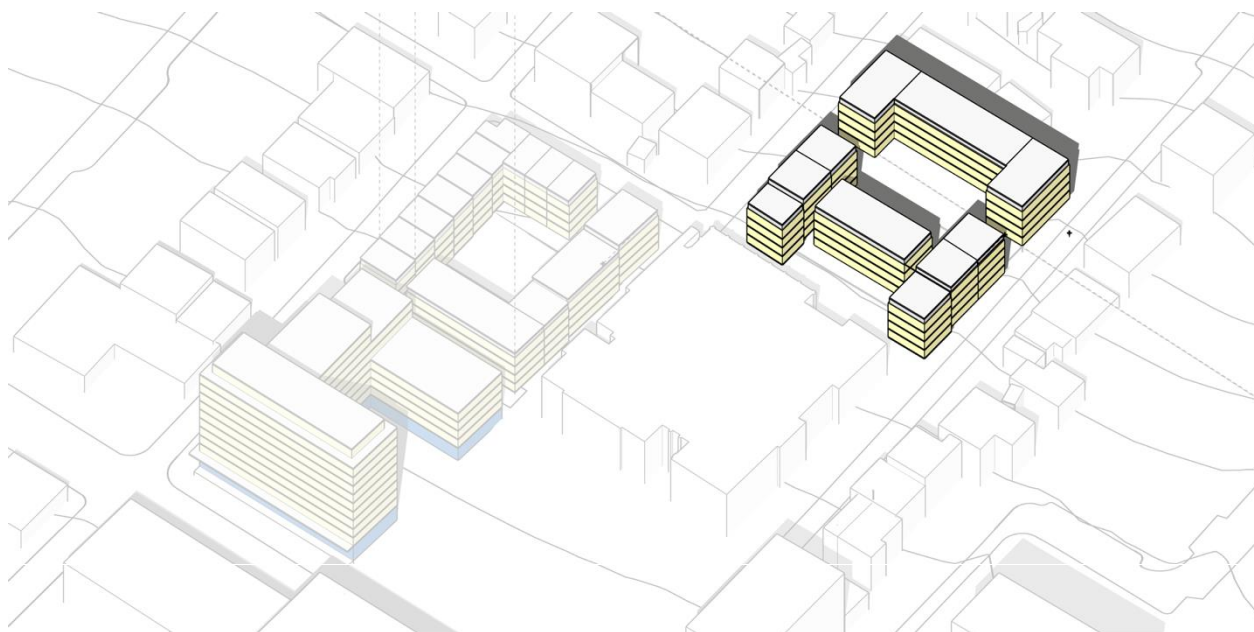
Parcel Area	3100.5m²
Proposed Bulk	5,520m ²
Coverage	46%
Zoning	GR4
Height Range	3-4 storey
Basement Area	
No. of parking bays	60 (~10 reserved for DSD site)

5.3.4 Access and Parking

Pedestrian access to the courtyard should be off Heathfield Road and the Glen. If possible, provide direct street access to the ground floor units, with upper floors accessed via the courtyard.

Vehicular access to the basement is from The Glen. No vehicular access or parking is envisaged on ground floor level.

An emergency and service vehicle access to the courtyard, could be provided off Heathfield Road.



5.3.5 Interface conditions

Level changes between the building, Heathfield Road and the Glen and between the courtyard and the ground floor units, need to carefully considered and used to define the privacy gradient from public, semi-public to private space. Visual permeability with casual human surveillance should prevail and privacy should be clearly defined.

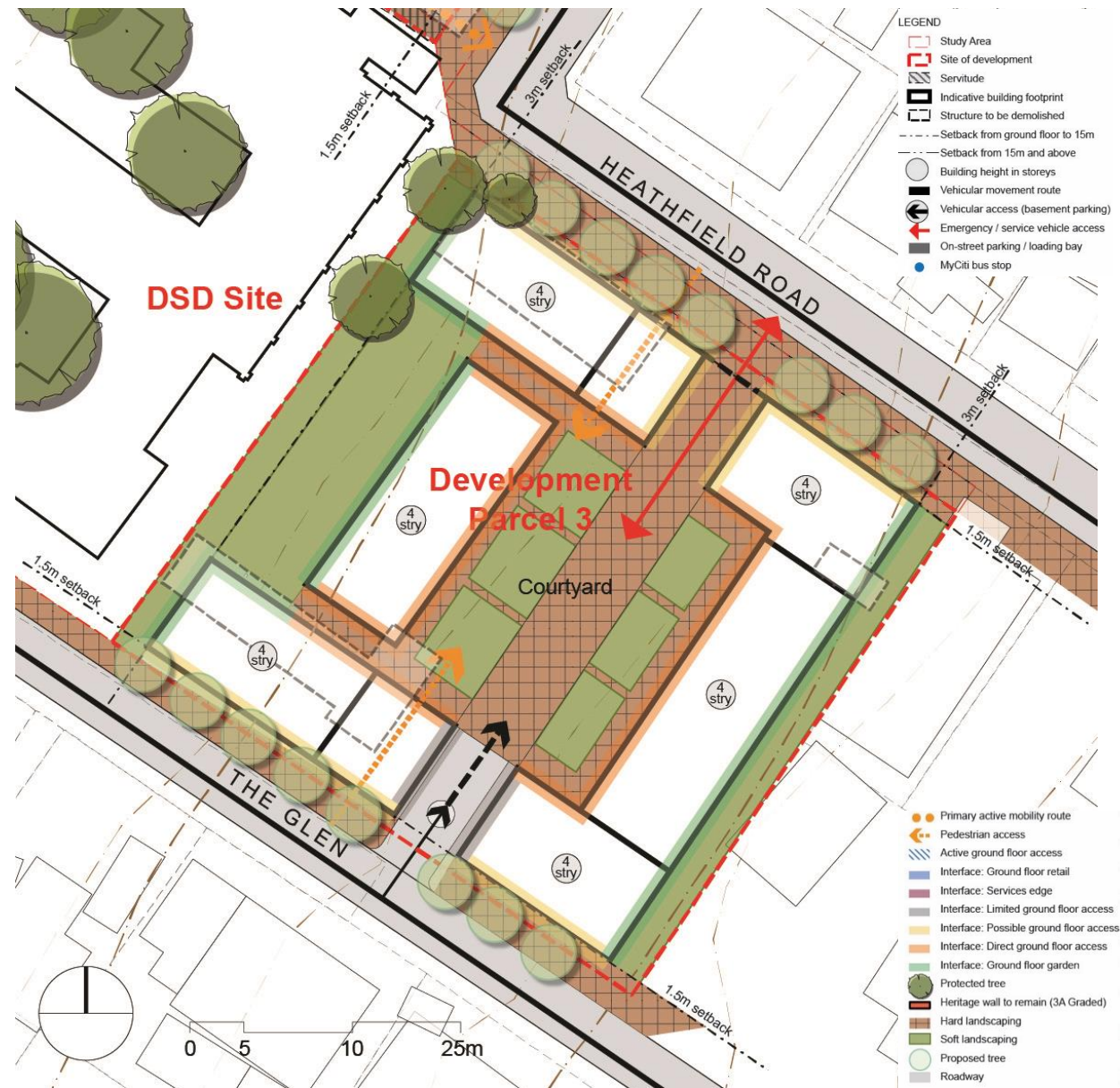
There are 4 different interface typologies applicable to the development edges of Parcel 3:

- Type 3: Limited ground floor access
- Type 4: Possible ground floor access
- Type 5: Ground floor direct access
- Type 6: Ground floor garden

NOTE: See section 2.3: Interface Conditions for more information.

5.3.6 Landscaping

Refer to Appendix A



6 ARTIST'S IMPRESSIONS

The following images have been created using AI visualisation based on the proposed massing and height to provide a visual representation of what the development could potentially look like to enable a more realistic visual assessment.

Important image disclaimer:

Please Note: The images displayed are **artist's impressions only** and are intended to provide a visual representation of the proposed height and massing of the buildings and enable a more realistic assessment of the potential visual impact of the proposed development.

These images are **not based on any final architectural designs or specifications**. The **final look, materials, and details** of the completed buildings may therefore **differ significantly** from what is shown here.





Document prepared by:

Company name Zutari (Pty) Ltd

Reg No 1977/003711/07

1 Century City Drive Westford Precinct

Century City, Cape Town, South Africa

PO Box 494

T 021 526 9400

W Zutari.com

E capetown@zutari.com