

INVESTMENT PROPOSAL
ROGGEBAAI CANAL TOURISM PRECINCT
WATERFRONT , CAPE TOWN

PRESENTED BY:



3. ORDER OF MAGNITUDE COSTING

PREPARED BY:



4. THE PROPOSAL FOR SITES ; A L + K :

SITE PLAN
PLANS
AREA SCHEDULES
MASSING

PREPARED BY:



5 . COMPANY PROFILES

OF:



The following is a proposal for site B and CD of the Roggebaai Canal tourism precinct. The contents are as follows:

1. OVERVIEW AND GUIDELINES FOR THE ROGGEBAAI CANAL TOURISM PRECINCT:

BACKGROUND
URBAN DESIGN FRAMEWORK
ADJACENT PRECINCTS
BUILT FORM
VISION
DESIGN GUIDE LINES
TECHNICAL PARAMETERS

PREPARED BY:



Core Planning Team:

Design Space Africa
Tim Turner & Associates
Urbanscapes
Arcus Gibb



2. THE PROPOSAL FOR SITES B + CD:

LOCALITY MAP
CONTEXT
SITE PLAN
PLANS
SECTION
AREA SCHEDULES
MASSING

PREPARED BY:



OVERVIEW AND GUIDELINES FOR THE ROGGEBAAI CANAL TOURISM PRECINCT

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ROGGEBAAI CANAL TOURISM PRECINCT



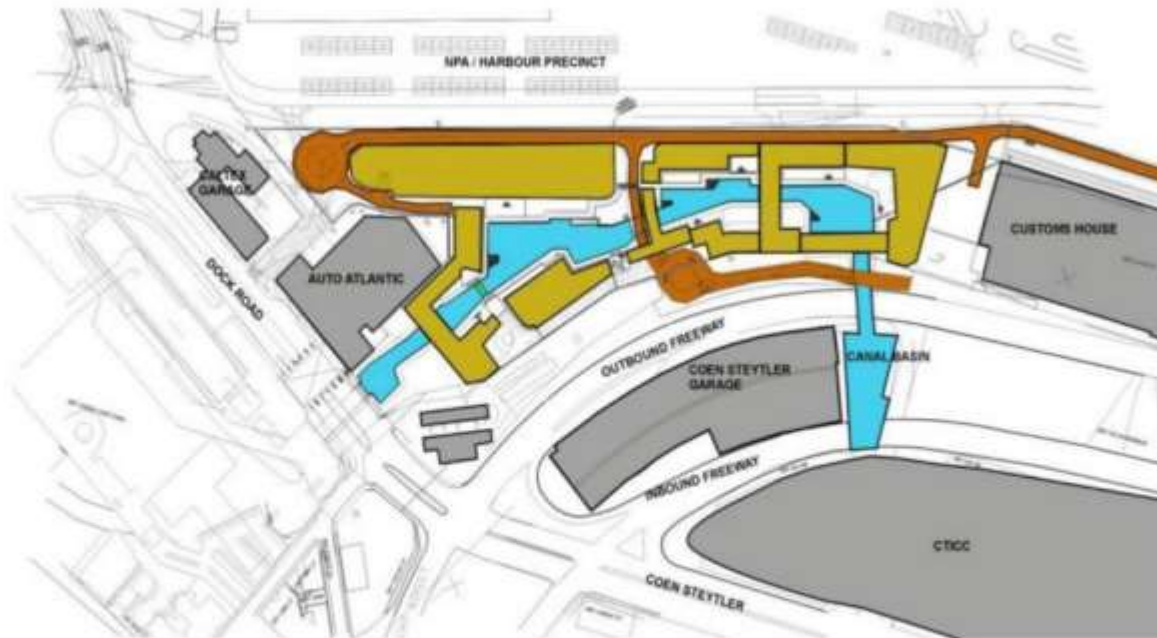
BACKGROUND

The Roggebaai Canal is situated on the Foreshore of Cape Town and extends from the Victoria and Alfred Waterfront through a lock for some 1,6 km to the Cape Town International Convention Centre.

The Roggebaai Canal Tourism Precinct (RCTP) is being developed by PROPNET on land which was made available for development by TRANSNET, the majority landowner. The other involved landowners are:

- The City of Cape Town
- Department of Public Works
- TRANSNET Ltd.
- V&A Waterfront

The City of Cape Town approved this "basket" of land on 20 September 2001 – by rezoning the precinct to Sub divisional Area – which brought into being the Roggebaai Canal Tourism Precinct with flexible development rights. These rights provide for a total development bulk of 73000m², which is to be apportioned between a number of specified land uses. Precinct is surrounded by the City and the CTICC to the south, Customs House to the East, the Port of Cape Town to the North and the V&AW to the West.



The RCTP which is a mixed-use development has been created on the basis of the "Night-life" option and will provide a variety uses and facilities including entertainment, residential and hotel accommodation. The objective is to create a tourist destination and experience both for local and foreign visitors.



The proximity and accessibility of the water's edge is an important feature of the Roggebaai Canal Precinct, suggesting a lively, public canal edge.

The precinct is situated within a harbour environment, which should be considered in the design of buildings. One of the main characteristic features of the Precinct is its proximity to the Waters' edge. In order to maximize this experience, the planning of the Canal Precinct is driven by the requirement to ensure public accessibility. The interface of buildings and the public walkway along the water's edge is therefore, a fundamental design requirement.



Roggebaai Canal – Site Image, May 2003

URBAN DESIGN FRAMEWORK

URBAN DESIGN FRAMEWORK - CHARACTER OF THE PRECINCT

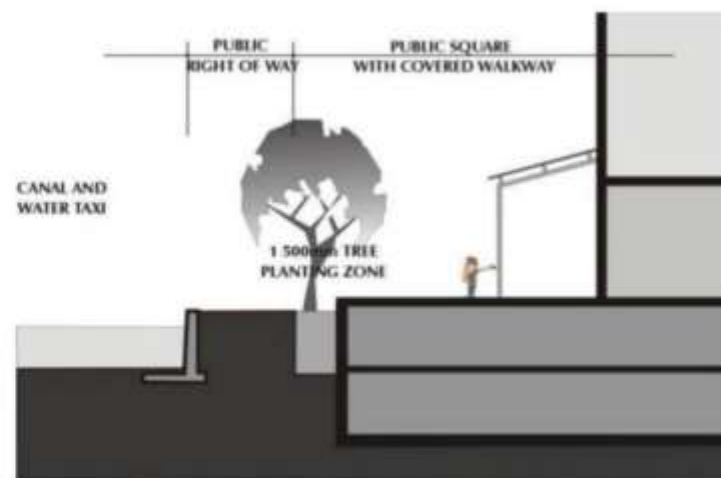
The character of the Precinct was outlined in the Precinct Plan. In order to achieve the envisaged unique character of the RCTP, the following planning principles were established:

- Making Architectural reference to the local Cape Town urban and spatial context
- Creating a quality inner City urban environment along water's edge
- Assisting to realise a high-quality developments which promote a "lively public interface" at street-level
- Response to environmental conditions – climate/weather, sun, wind and noise
- Ensuring an accessible public environment
- Ensuring adherence to Statutory planning requirements
- Developing Architectural and Landscape Guidelines to monitor planning
- Promoting a development which reflects the multi cultural landscape of Cape Town

The Public Realm

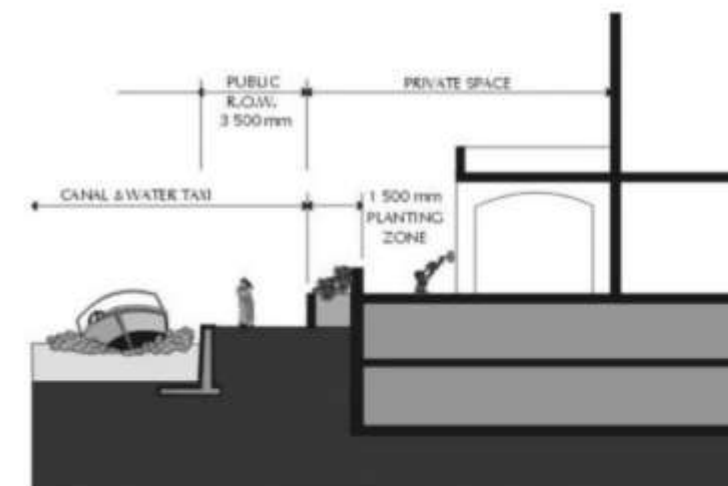
The aim of the Roggebaai is to encourage a precinct which revolves around the activity of public life as its focus, to create an area which will provide a platform for pedestrian activity in a well defined public realm and to develop a group of buildings which have a strong and active interface with the unique feature of the canal. Proposals by developers shall be tested on these basic principles.

According to the Precinct Plan approvals, the Canal walkway shall be an accessible public thoroughfare, flanked by the RCTP developments. Therefore, the built form on either side of the canal defines and articulates the special experience of space down the length of the canal. The Urban Design Guidelines that were set out in the Precinct Plan are for the basis for planning and for ensuring a co-ordinated environment. The heights, setbacks, terracing position of public spaces as well as the Public Right of Way are all important in determining the quality of the environment within the Roggebaai Canal Precinct.



Canal Walkway - Public Servitude

A zone of 3,5m will be defined on either side of the Canal and it will be paved and lit for public pedestrian use and will be registered when built as a Public Right of way servitude. Generally this area will also carry the trunk services for the Precinct and will not be constructed over parking garages. A 1.5 m zone may be added to this space for tree planting and landscaping where possible, which would increase this canal edge zone to 5.0m.



The above conceptual images are intended to convey the character of the public realm, particularly with regard to the interface of buildings with the pedestrian environment. The integration of colonnades and canopies in the building design shall be encouraged on ground floor and retail areas along pedestrian thoroughfares.

Private building along Canal edge

In certain sections of the Canal, the pedestrian canal route would be required to be aligned off the canal edge to allow the positioning of a private development package on the water. This would occur for not more than 30% of the length of the canal measured along each of the quaysides. This area would be used for special buildings such as bridge abutment structures, boat houses, kiosk buildings and marina development.

URBAN DESIGN GUIDELINES

The built form on either side of the canal defines and articulates the special experience of space down the length of the canal. It is therefore important that the Urban Design Guidelines set out in this Precinct Plan are used to ensure a co-ordinated environment. The heights, setbacks, terracing position of public spaces as well as the Public Right of Way are all important in determining the quality of the environment within the Roggebaai Canal Precinct. The planning parameters applicable to each land parcel are explained in more detail in the section dealing with site information. The adjacent precincts and elements outlined below are to be considered in the formation of urban space.

BUILT FORMS GUIDELINES: Architectural Character

Form and Massing

The massing and volumetrics set out in the built form diagram have been determined by approved development rights as well as by environmental constraints such as sun, rain, wind and sound. The massing indicated is the maximum permissible envelope

Façade Lines

The Façade lines indicated on the plan should be considered as build-to lines as this determines the enclosure of space within the precinct. Heights, setbacks and widths have been determined to define a sense of urban enclosure. More information is provided in the detail planning parameters and sections applicable in each land parcel.

Architectural elements

Although an Architectural style is not being prescribed in this document it is important to define the architectural elements which address the various spaces. It is required that buildings express clearly a colonnaded or arcaded base, a wall plane central portion and a lightweight loft roof space. Within these 3 elements the architecture should respond to the context, climate and use within the Canal Precinct. Reference should be made to the precedent images provided in this document.

Scale and Grain

The Canal Precinct should reflect the scale and grain of the historic city. Precedent for this can be found in the upper end of Loop and Long Streets as well as the historic precinct at the V&A Waterfront. Most of the buildings range in height from 3 to 8 floors and facades should not extend horizontally on for more than 20m, without being sufficiently architecturally articulated.

Often an outdoor balcony is provided at first floor level providing a private area over-looking a public thoroughfare. The Roggebaai Canal Precinct is therefore planned to be an environment of relatively small scale with a fine grain of building structure based on the grain of the historic core of the city and the industrial working harbour.

Bridging Structures

These buildings are important not only to lift the wind above the pedestrian areas but also because as they define a series of different spaces down the length of the canal. The accommodation that can be accommodated in the structure on 2 levels above the bridge surface is significant and this may be used for commercial use as well as residential accommodation. This is a unique building form and enjoys long views down the canal as well as good sun orientation.

Colonnades and Verandas

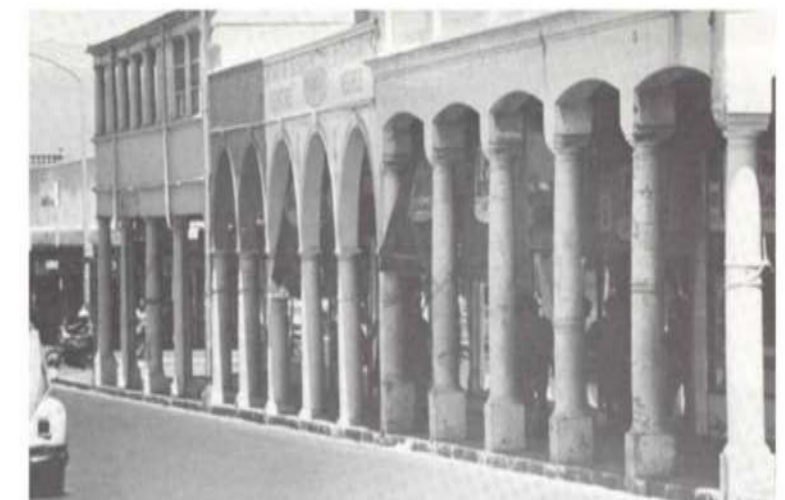
These elements are required on all buildings, however a distinction is made between private and public colonnades. The requirements for public colonnades are set out on the built form diagram and it generally occurs around the public places as well as along walkways. These are not continuous systems, but they do provide shelter from rain and sun where buildings provide the opportunity.

LOCAL REFERENCES

Built form in Cape Town is characterised by a mixture of human scaled buildings, covered urban spaces and lively street edge treatment. The fabric of the built environment is enhanced by the mixed land use character of the inner City.

The RCTP is designed to reinforce the Cape Town urban fabric by promoting a planning framework which draws from the local character. However, it is envisaged that Architects and planners shall respond in a creative and re-interpretative manner – not reproduce the local character of the built environment.

Built form envisaged in the RCTP should reflect a unique, contemporary and State of the Art development which will accommodate world class facilities.



Robust colonnaded spaces, Wynberg



Bokaap fine grain



Lively edge, Long Street

THE VISION

In line with the Architectural character described above, the vision for the RCTP shall be determined by the following Design Guidelines:

- Making references to the Marine historical significance of the site
- Reference to adjacent Precincts: Maritime and Nautical significance reflected in the Harbour and Port environment
- Draw from the State of the Art world-class facilities situated in the Foreshore
- Make Architectural references to contextual African location and landscape
- Selection of robust materials and building elements in response to the Cape Town environment
- Create a unique State of the Art canal environment, based on a mixed use , inner City urban context with 24hr occupation and vibrancy

ARCHITECTURAL CHARACTER

Marine context

The Marine historical significance of the Precinct is dealt with under the Landscape Guidelines, which describe the Materials and elements which are recommended for public areas and the interface of buildings with exterior spaces.

Maritime/Nautical context

Maritime settlements by their nature and location are typically subject to harsh and variable climatic conditions. Heavy rains, strong winds and salt-laden spray demand robust and low-maintenance building materials and methods which are able to resist corrosion and weathering. Although air temperatures are moderated to some degree by the sea temperature, Cape Town is subject to an extended summer with relatively high daytime temperatures, and long hot afternoons.

An appropriate response to this context is illustrated in the descriptions and precedent images, showing buildings and the use of materials in historic parts of the City and harbour: The following materials are to be considered:

- Stone, face brick, structural concrete
- Timber structures - hard woods – and tensile construction
- Steel structures, association with crane structures
- Robust roofing materials and tensile fabric roofing
- Climate and weather protection - awnings, sunscreens
- Modest size fenestration, external shutters
- Colonnades, Balconies and roof terraces to soften roofscape

The maritime and nautical environment presented by the Harbour and Port suggests robustness of materials on the one hand, but also the use of light-weight materials and softer façade treatment found in the sales of hips and Cruise liners which provide a backdrop to the Roggebaai Canal Precinct.



THE VISION

In order to achieve design coherence for buildings in the RCTP, the Planning Task Team and the Design Review Committee shall assess, evaluate and approve the selection of materials during the planning process. For ensuring the appropriate response to the Vision described above and the performance of buildings in the local environment, it is proposed that the recommended pallet of materials be used as follows:

- **Stone/brick/concrete** - **Use in Facades, Interiors and Exterior works**
 - To provide sense of presence of buildings
 - Response to climatic conditions and "local African context"
 - Providing robustness and improving thermal qualities and performance of buildings
- **Timber/Hard Wood** - **Use in Interiors and some Exterior works**
 - Response to "maritime and nautical" environment
 - Environmentally friendly warm material for interiors
 - Structuring element for interior finishes and sun-protection devices
 - Use for column supports/mast like structures
- **Steel/metal structures**
 - Use in glazed Facades and roof construction
 - To provide sense of lightness of buildings
 - To compliment masonry and support structures
 - Response to harbour environment and cranes
 - Use of Sheet metal shall be restricted and used selectively – could be used for creative cladding
 - Sheet metal/corrugated iron not recommended for roofing where fully exposed
- **Glass elements**
 - Use for fenestration and selectively in facades
 - To provide views and transparency where required
 - To allow regulation of thermal performance of building
 - Glazed façade elements restricted to articulation of entrances, focal points, circulation areas and loft spaces
 - continuous and unarticulated glazed facades shall not be encouraged
- **Wall finishes/textures**
 - Use of Earth colours combined with appropriate textures and wall finishes, used to express richness of the local context and "African landscape"
 - Used in both interior and exterior finishes
 - Combined with subtle light colours and shades of white
 - Use of pure white finishes restricted, subject to Panel approval

The combination of colours and materials shall be subject to Panel approval. "Unmotivated mouldings and ethnic symbols are not recommended.

PRECEDENT IMAGES

Melrose Arch in Johannesburg has been used as a precedent and example of contemporary inner City development combining all the elements described in the Vision for the RCTP. It is a high quality development which promises to revitalise the urban environment using appropriate planning and Design Guidelines. The RCTP however, has the element of Water and the scenic Cape Town environment which require a different and appropriate design response and selection of materials.



- Melrose Arch
- Colonnaded spaces
- High quality robust materials
- Harmony between façade materials and paving/landscaping
- Articulated roofline
- Lively ground floor and street edge

DESIGN GUIDELINES

Planning within the RCTP shall be undertaken according to the guidelines outlined below. In order to ensure there is input and exchange of ideas with the Developers and their Consultants, consultations with the PROPNET Planning Team and Design Review Committee shall take place during the planning process for the assessment and approval of planning documentation.

The Precinct

The Precinct has been divided into different zones, according to the various land uses envisaged within the RCTP. The framework for Architectural and Landscape treatment has been designed to relate to the appropriate land uses and associated character. The buildings situated within the zones shall respond to the applicable character and planning parameters. The following zones were identified:

1. The Entertainment zone – Site A, Site B, Site C, Site D and Site L

Situated near the CTICC, this zone has “gateway character”, creating a transitional space into the RCTP. The predominant land use shall be entertainment related, particularly the ground floor spilling out to terraces and sitting areas along the canal walkway. Buildings within this courtyard space to encourage lively interface with the public spaces and canal walkway, signifying the vibrancy associated with the RCTP.

2. Mixed Use/Residential zone – Site B, Site D, Site E

This zone is characterised by two bridge buildings in the middle of the RCTP, forming a sound barrier from the Entertainment zone, separating the envisaged more quieter residential zone. It is envisaged that the ground floor of buildings in this zone shall accommodate uses which promote a lively street interface. The upper floors will have a mixed use character, with retail, residential and some office accommodation. Whilst the general character of buildings and materials within the RCTP is robust, it is recommended that the bridge buildings, Sites B and E, be constructed with more permeable/transparent materials in response to the canal running below.

3. Residential zone – Site E, Site FG, Site H, Site J and Site K

This zone shall be planned to promote a character which is appropriate for predominantly residential accommodation. The ground floor treatment however, shall vary in levels of privacy from private residential – sectional title type - to a semi-public, hotel-type accommodation.

4. Canal/Blue Train Station Interface zone – Site B, Site E, Site FG

These sites situated on the northern bank have a direct interface with the proposed Blue Train station. A public thoroughfare linking the Canal and Train station through Site FG is mandatory. Buildings are to respond to the proposed interface by ensuring that the ground floor accommodates more public activity. An appropriate architectural response to this unique experience and setting shall be required.

Building typology

In general terms, the recommended building typology for the RCTP is characterised by robust plinth buildings with balconies/terraces on first floor and colonnaded structures where appropriate. Where the plinth is articulated by a colonnaded structure, the architectural treatment of the ground floor could be more permeable/transparent, promoting a friendly street edge. It is recommended that for the structuring of the façade, different materials and finishes be used. The top penthouse floor should be articulated as a light/permeable structure.

Building Heights

The roof heights have been determined through sun and shadow studies. In order to achieve design coherence and façade continuity, the roof lines shall be articulated with the appropriate response to neighbouring buildings and streetscape. No building structure shall be allowed to exceed the prescribed maximum roof heights, this includes penthouses, elevator rooms, termination of stairwells, chimneys, flagpoles, and electronic aerial or similar structures. The design review process shall assist to achieve design harmony in this regard.

Building design

Buildings in the RCTP are to be designed to encourage thematic consistency, and minimize the variety of styles of building elements while allowing a diversity of Architecture. As mentioned above, the Precinct seeks to encourage a visually rich context which reflects the robustness of Maritime architecture in scale but making a deliberate effort to express a 'new Africa' sense of place. A unique Roggebaai Canal feel and experience is envisaged.

Building Proportions

The planning framework developed for the RCTP promotes an architectural character which responds to human scale, particularly where buildings interface with the public realm. It is therefore important, that the size, character, and siting of proposed buildings relate to the functions of adjacent streets and pedestrian network around the Canal. Buildings should be oriented to the public rights-of-way, and placed close to pedestrian movement.

Public space network and Canal walkway

The landscape guidelines provide more detail regarding the treatment of external spaces and how buildings interface with the public realm and the dedicated public spaces. Six public spaces connected to the walkway have been identified along the route of the Roggebaai Canal. These public spaces would be registered as public way servitudes. The minimum area for each of the 6 spaces as well as the minimum width dimension has been allocated in the planning documentation according to statutory requirements.

TECHNICAL PARAMETERS

Parking Ratios

According to statutory requirements outlined in the Precinct Plan, parking ratios shall be as outlined below. For a reduction in the above parking requirements due to different Developer requirements, a separate motivation would be required in terms of rezoning condition 65.

For the modification of these ratios, Developers shall be required to submit detailed motivation, based on precedent and proven experience for approval by the Local Authority:

- | | |
|------------------|------------------------------------|
| 1. Office | 4 bays / 100 m ² G.L.A. |
| 2. Hotel | 1 bay / Bedroom + 20 bays |
| 3. Residential | 2 bays / Dwelling |
| 4. Retail | 4 bays / 100 m ² |
| 5. Entertainment | 0,25 bays / Seat |

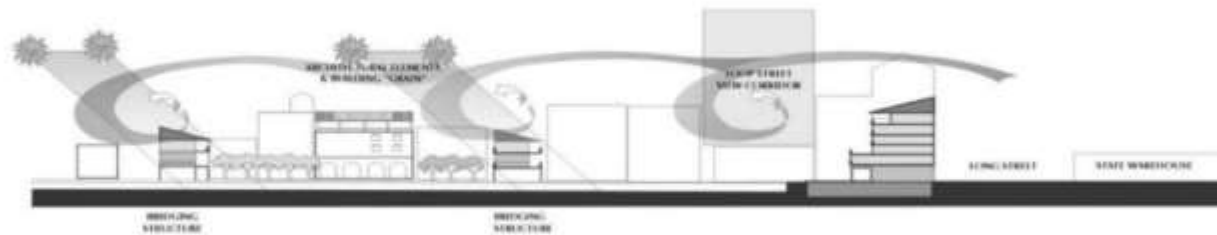
ENVIRONMENTAL/CLIMATIC ISSUES

Sun control

As mentioned above, solar penetration in the pedestrian environment and public spaces is important all round the year, especially in winter time. Developers shall be required to provide sun and shadow studies relating to proposed developments and buildings for assessment and approval by the Planning Team. Sun and shadow studies done for the Precinct plan need to be tested in the proposed buildings.

Wind studies (CSIR input)

This Precinct is located in a sector of the City, which receives considerable wind in the summer months from the Southeast. The Precinct plan was based on a theoretical design response to the wind impact. Wind studies undertaken by CSIR, based on the proposed RCTP master plan shall inform the detail design of buildings.



An important principle in the design of the Precinct is the positioning of a number of structures, which bridge across the Canal. These have been designed to be 3-storey structures which will have a mono-pitch roof designed to lift the wind.

Sound and Noise (JKA input)

The RCTP is planned to limit penetration of noise into the Precinct. The building on the South and North banks have been designed to create a solid, continuous façade in order to reduce sound penetrating through openings and gaps. Bridging structures which create a "courtyard effect" have been designed for this purpose. Sound and noise studies undertaken by Specialist Consultants shall inform the detail design of buildings.

SERVICES (GMN input)

Planning of Services

The Planning of Services and infrastructure has been carried out by PROPNET Consultants as per Precinct requirements and in consultation with the Local authorities. Planning and reticulation of services should conform to the prescribed framework in to be carried out in consultation with the PROPNET Team.

All exposed mechanical equipment must be screened from view or placed in locations where they will generally not be visible. Screened materials shall be incorporated into the building design. All rooftop mechanical equipment, including vents, must be screened. All services are to be treated with approved colour codes, as per Precinct standards so as to facilitate maintenance and servicing.

Service Reticulation

All services must be concealed in rooms in the basement, integrated duct within the building envelope, or along the central spine of the roof. All plant and services must be concealed, taking into account that the basement will be a public area, and that most building will be viewed from above. All roof top services are to be enclosed within the roof envelope.

All Mechanical plant shall be located so that operating noise does not affect use of public areas, and private living areas such as bedrooms, outdoor decks, patios, or adjacent properties.

Waste management (GMN input)

A waste management system shall be put in place as per RCTP Constitution. In light of the new official environmental legislation, provision must be made for the separate collection of plastic; paper and house hold waste, to encourage recycling.

Waste areas must be concealed, but adequately ventilated. They should not open out onto public areas. No waste shall be deposited into the canal, nor shall any be left on the roadway or canal pedestrian areas for collection.

Refuse areas and Refuse Removal

All refuse cans, refuse collection areas, storage yards, service areas shall be concealed and located as planned by. Screening materials must be well integrated into the building design.

THE PROPOSAL FOR SITE B AND SITE CD

PREPARED BY:

bel MANAGEMENT

d a f f o n c h i o
and associates architects

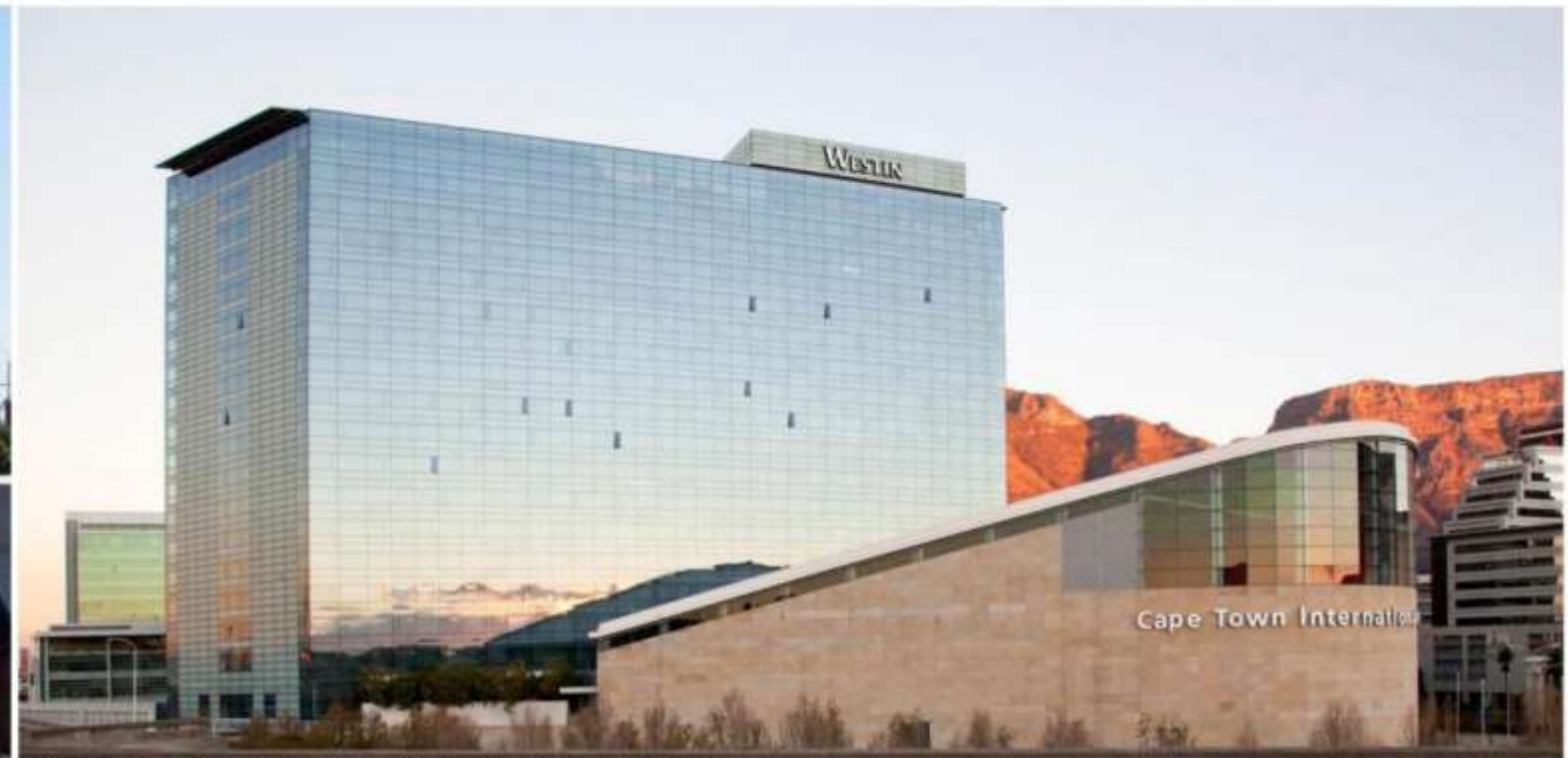
LOCALITY MAP



CONTEXT



RETAIL AT V & A WATERFRONT



CAPE TOWN INTERNATIONAL CONVENTION CENTRE

CONTEXT



THE YACHT CLUB



CANAL QUAYS

CONTEXT



THE FUTURE BLUE TRAIN STATION



THE WESTIN HOTEL



HARBOURBRIDGE APARTMENTS



CRUISE SHIPS' TERMINAL BUILDING

COMPANY PROFILES

OF:





COMPANY PROFILE

At BEL Management we create joint investment opportunities for both residential and commercial property development in the Southern Hemisphere.

Since the establishment of the company in 1999, BEL Management has successfully co-ordinated the development process of several real estate projects from start to finish. The BEL Management business philosophy is based on a tried and tested methodology which is applied consistently through every stage until final delivery

Our project management expertise in property development has been applied in various sectors of the market including: commercial and urban real estate, conservation, social and cultural institutional projects.

The approach to each development has a number of vital steps which ensure a successful venture for all concerned. The first is Intuition, the initial influence in the choice of any new project. This is followed up with the gathering of Information to create a foundation. The third step is Analysis of the facts and figures which support the concept. The final step is applying Know-How in determining what is required to bring the vision into reality.

Once a project has been chosen, BEL Management appoints service providers such as architects and engineers, landscapers, environmental consultants, attorneys and accountants in order to outsource the tasks which will bring the project to market.



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d a f f o n c h i o

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COMPANY PROFILE

Daffonchio & Associates Architects was established in 1996 by Enrico Daffonchio, who qualified in Italy and is registered with the Italian and South African councils for the architectural profession (SACAP reg. no 6226).

The firm is involved in a variety of projects, ranging from private houses to commercial and public projects, in South Africa, Southern Africa, Italy and the UK.

The firm focuses on sustainable design, sensitively integrating 'green' technologies and using structure as a graphic pattern and building materials in their raw and honest form.

Collaborations and joint ventures with other firms, artists and specialists from various disciplines are built specially around the requirements of each project.

Daffonchio and Associates have been commissioned to work on highly sensitive sites such as the Cradle of Mankind, the Kruger National Park and the Isimangaliso Nature Reserve, UNESCO heritage sites.

Their work has been extensively published and recognised locally and internationally, and shown in exhibits such as the International Biennale of Architecture in Sao Paulo.

Daffonchio & Associates have won the GIFA prize for architecture in 2009 and the SAIA National Merit Award for Architecture in 2010, both for the 'Energy Works' office building.

In 2011 the Firm received the Cape Institute for Architecture, Award of merit, and in 2012 the National Award of Merit and the National Award for Excellence, from SAIA, for the Untamed Pavilion in Kirstenbosch.

The work built for Propertuity in the Johannesburg inner city has earned the Firm a nomination for the World Architecture Forum in Barcelona in 2011.

In addition, Enrico Daffonchio has given talks at Wits University and the University of Johannesburg, and held an Architectural Design Masterclass for registered Architects, for the Gauteng Institute for Architecture in 2009.

Enrico Daffonchio is a regular speaker at the South African Architecture AZA convention, Green Star, and all the Faculties of Architecture.

The personnel at Daffonchio and associates are composed exclusively of qualified Architects with a minimum of 5 years' experience.



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