



CENTURY CITY

URBAN DESIGN FRAMEWORK

REVISION 1

OCTOBER 2005

ACKNOWLEDGEMENT

This document has been prepared for Century City Limited and the Property Owners Association in order to guide future development at Century City.

CONTENTS

Chapter 1: Introduction

Century City is placed within a metropolitan context. The vision for the project and objectives of this framework are explained.

Chapter 2: Urban Design Rationale

Conceptual principles are explained with particular focus on the public environment and its interface with private development

Chapter 3: Proposed Urban Structure

The urban design rationale is applied to Century City with an explanation of the main structuring elements.

Chapter 4: General Design Guidelines

Principles of design for various structuring elements within Century City are explained. Principles for the design of private developments and qualities of architecture are explained.

Chapter 5: Edge Responses

Guidelines are provided for different edge (interface) situations.

Chapter 6: Precinct Plans

The system of precinct plans is explained and the principles of the Northern Sector Precinct and the Estuaries Precinct Plan are summarised.

Chapter 7: Landscape Principles

Principles for landscape design and typical details are explained.

Chapter 8: Outdoor Advertising and Signage

The main controls for outdoor advertising and signage are summarised.

Chapter 9: Civil Engineering Principles

An overview of the civil engineering components is provided, including parking, stormwater management, access roads.

Chapter 10: Development Control and Design Review Process

The package of plans system is explained together with requirements for site development plans and the process of design review.

Chapter 11: Conclusion

The importance of a strong commitment to implement these guidelines, is emphasized.

CHAPTER 1

INTRODUCTION

CONTEXT

Century City is a large mixed-use development project situated in the north west sector of metropolitan Cape Town. It is strategically located at the intersection of the N1 and N7 freeways, with two railway corridors running past the site, and within 10km of Cape Town central business district.



The development to date includes a regional shopping centre, award winning wetland and corporate offices. Over 400 residential units have been built and 760 new units are under construction.



Metropolitan spatial planning aims to re-inforce nodes, promote development along corridors and prevent sprawl beyond the urban edge. Century City is well located in relation to the Koeberg road corridor and is consistent with the city's vision to promote economic growth and mixed use development.

Century City

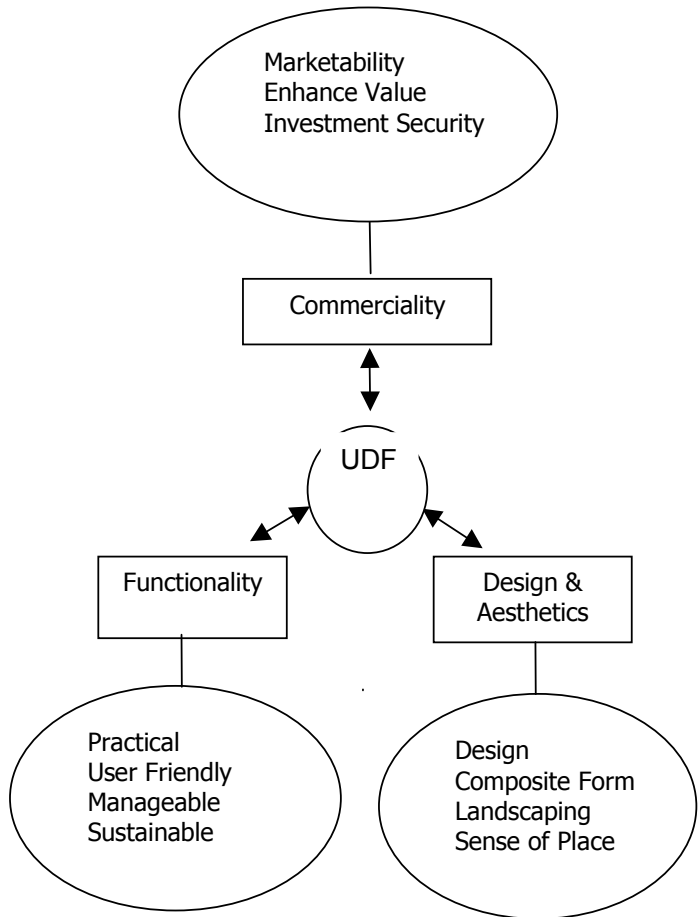


Century City can be seen as complimentary to Cape Town CBD and the other major centres, which together provide a network of multi-nodal opportunities within the metropolitan area.



PHILOSOPHY

The philosophy behind the urban design framework (UDF) is to achieve a balance between commercial value, functionality and aesthetics, as illustrated in the diagram below. This is based on the belief that good design creates and sustains value.



OBJECTIVES

The objectives of this Urban Design Framework are:

- 1) To identify a shared vision for Century City that will
 - enhance land value
 - create a "sense of place" for the enjoyment of the public, residents and office workers;
 - promote Century City as a prime property investment and destination.
- 2) To create a mechanism for implementation of the vision by
 - identifying desirable urban form and architectural features;
 - defining negotiable and non negotiable elements;
 - creating a process for design review.
- 3) To generate an urban form that exhibits a positive relationship between individual buildings and public spaces, including the street and canal system.

By applying the urban design framework consistently it will be possible to enhance the value of the project because people will find it an attractive place to visit, and property owners will have confidence that their investments will be protected. This attention to good design does not need to compromise functional and practical considerations. Neither should it cause delays, because the design approval process has been streamlined to ensure that rapid decisions can be made.

All future development at Century City, both in the public environment and private development, should be consistent with this framework. This includes the general guidelines as well as more specific directives where these have been formulated for specific precincts.

THE VISION

The vision for Century City is to:

- achieve an integrated, mixed use development (work, play, shop and stay),
- create a good image and "sense of place",
- provide a vibrant, rich experience for visitors and residents,
- achieve enhanced real estate and investment potential.

Development management at Century City operates in terms of a "package of plans process". Approvals are based on a development framework, precinct plan and site development plans. Development that is consistent with these plans can be implemented with the minimum of administrative delay. The current development framework is illustrated opposite.

Century City has made remarkable progress since its inception and many noteworthy developments have been implemented or committed. However significant development opportunities remain, and the vision has not yet been fully realised. Adherence to this design framework is one of the requirements for sustaining the vision and unlocking the full potential of this important and strategic site. The plan opposite illustrates existing commitments and the extensive amount of land that remains for future development.



CHAPTER 2

URBAN DESIGN RATIONALE

URBAN DESIGN RATIONALE

The urban design framework focuses on the functional, form and environmental aspects of the built environment, with the objective of achieving a composite form. In this, both buildings and open spaces are parts of a larger "picture". Their form and functional relationships are more important than their individual characteristics.

Functional Aspects

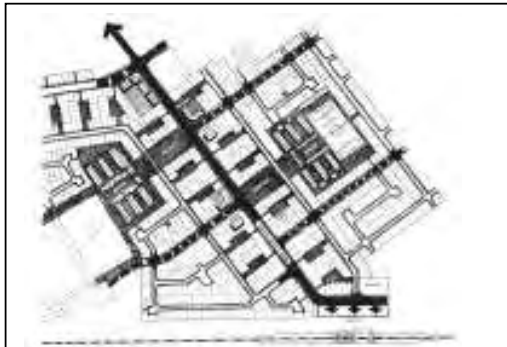
Functional aspects pertain to the practical purpose and the structuring of the built environment components. The ways in which buildings and open spaces "work" can either enable or inhibit the performance, liveability and richness of the urban environment.

Form Aspects

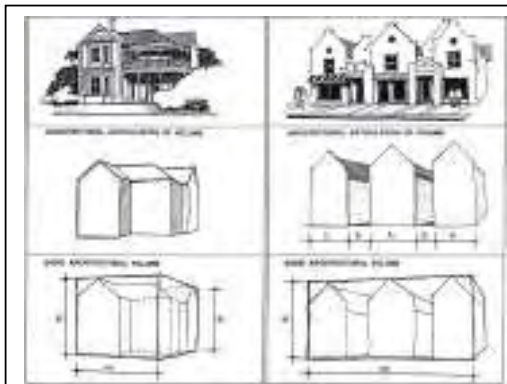
These involve the perceptual qualities (visual) of buildings and open spaces. Buildings and other physical objects in the urban environment contain messages that people perceive, interpret and respond to. The creation of responsive environments and a "sense of place" is the foundation of good urban design.



COMPOSITE FORM (SEASIDE VILLAGE, NEW URBANISM).



FUNCTIONAL ASPECTS. LAYOUT



FORMAL ASPECTS: COMPOSITION OF THE

Environmental Aspects

Temperature, sun penetration, wind and other elements of nature, have a strong influence in people's sense of comfort and well-being. Buildings and open spaces must enhance positive environmental aspects and mitigate those that have a negative impact (such as noise)

AREAS OF INTEREST

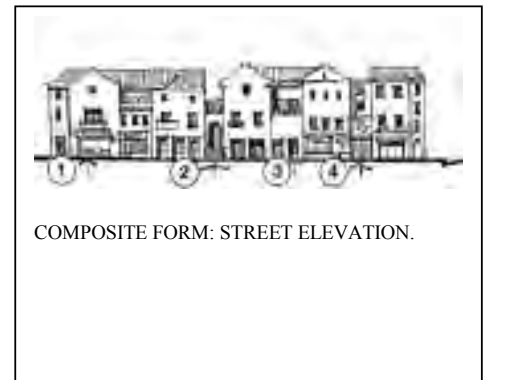
It is useful to distinguish between two separate aspects of the built environment; one aspect being the "public environment" and the other being "private development".

Public environment comprises the space between buildings to which the public has access, either physically, visually or both. It forms the "void" component of the urban environment. The public realm in Century City is privately owned which enables a fair degree of management and control. Residents and visitors move through the public environment before they get to their destination at individual buildings.

Private development consists of buildings and groups of buildings that create the "solid" component of the built environment. Normally private development is structured in two zones: the interface zone (the edges of the parcels facing the public realm) and the internal zone (where development does not have direct contact with the public environment).



PUBLIC ENVIRONMENT (SPACES BETWEEN BUILDINGS) AND PRIVATE DEVELOPMENT (BUILDINGS)



COMPOSITE FORM: STREET ELEVATION.

STRUCTURING ELEMENTS

In Century City there are distinctive elements that give structure to the site. Some are public environment components and others are private.

The Grid

The street and block system (grid) is adopted as the primary structuring device for the urban fabric.

Place Making Elements

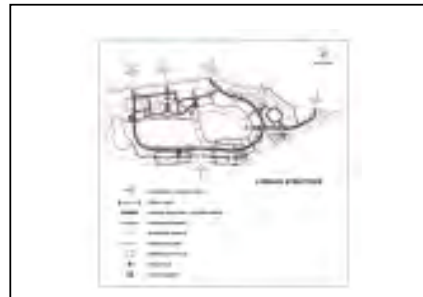
Buildings and open spaces overlay the grid to add variety and richness to this basic structure.

Linkage System

Streets perform a greater role than just functional corridors for moving vehicles. They are also urban spaces for people, and primary components of the public realm.

Pedestrian Oriented Environment

Places within Century City should be pedestrian oriented to encourage people to walk instead of drive. Urban spaces need to accommodate elements such as sidewalks, canopies, entrances and landscaping to make walking attractive.



STREET

PUBLIC ENVIRONMENT COMPONENTS

The main components of the public environment are the street, square and park. These can have a variety of roles, forms, and characteristics.

The Street

The street is a linear urban space, or corridor, related to both movement and activity. The buildings that face the street (interface area) create its enclosure.

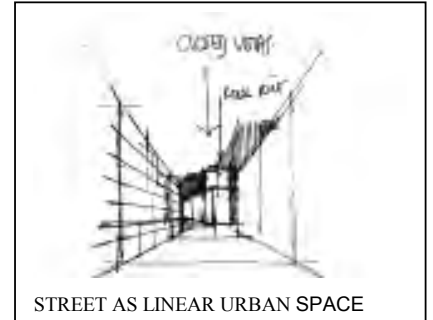
Streets are organized hierarchically according to factors such as scale, character and the degree of connectivity they provide.

The Square

The square is a multi-dimensional urban space, or urban "room". Squares can adopt a variety of sizes and scales and are primarily gathering places for people. Squares have walls and a floor since the buildings that surround the squares create their enclosure. Squares are also organised hierarchically, from major urban squares to small urban courtyards.

The Park

The park is a "green" open space, which fulfils amongst other things, the role of an "urban lung", providing passive recreation and psychological well being for people in urban areas. The park also has an important role to sustain flora and fauna. The wetland and Ratanga island are two major parks in Century City.



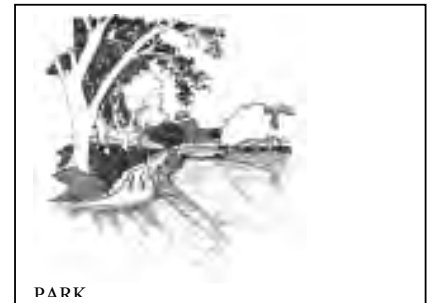
STREET AS LINEAR URBAN SPACE



SQUARE



GHANDI SQUARE



PARK

PUBLIC ENVIRONMENT (cont)

Parking and Public Transport

Multi-level public parking facilities should be located at strategic sites within Century City and connect with the shuttle system to take people to their destination. This “park and ride” solution will enable more efficient land usage, and reduce the pressure on the transportation system, It will enhance the public realm, with greater presence of people.

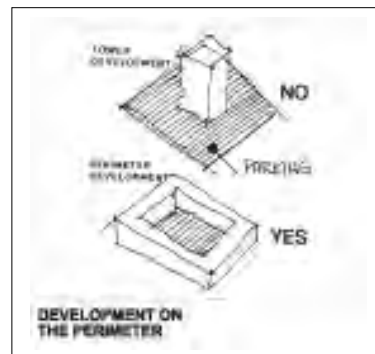
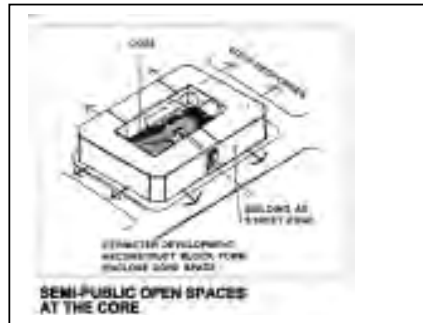
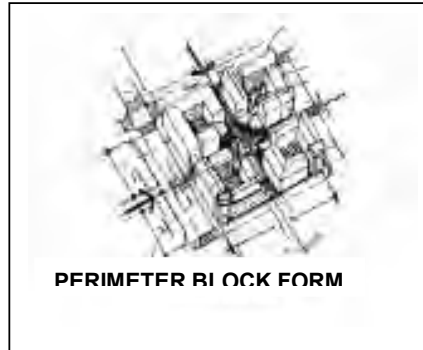
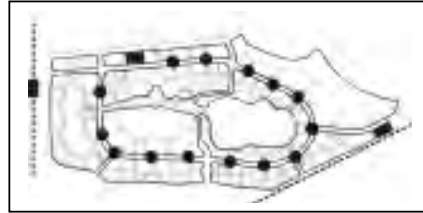
The shuttle bus will also connect with the various public transport terminal points around Century City. An attractive pedestrian system should encourage people to walk, and walking distances to local amenities should be minimised.

PRIVATE DEVELOPMENT

Century City’s developable land has been organised into precincts. These can be further subdivided into blocks, which offer both large and small land parcels for private development.

Land packaging

The sizes of land parcels may vary. Some developments will occupy a single site while others might occupy a few blocks. However, the maximum size of blocks and the permeability of linkages through these blocks should be preserved. A large parcel should be treated as an aggregate of smaller blocks with streets (privately owned public spaces) as through linkages.



Block form:

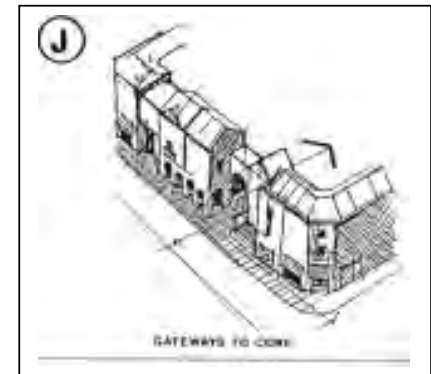
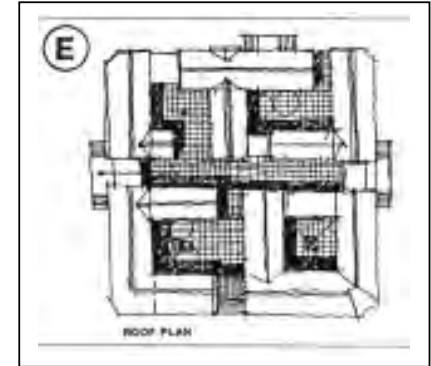
Development at Century City should adopt a “perimeter block” built form. Each block is made up of two distinctive areas, the **interface** area, which is visible from and interacts with the public realm, and the **internal area** or core created within the block.

Perimeter block building form

Placing buildings at the perimeter of blocks, close to or on the building line, helps to define and give life to the public environment. Buildings are in contact with the street space, and facilitate, but do not force, visual and physical integration between both. The perimeter block form is also beneficial for private development. It creates internal open spaces of a more intimate, sheltered and private character, it results in a more efficient footprint and achieves more bulk in comparison with tower buildings,

Interface zones: These are the places where private development and the public environment come into contact. This interaction can be functional (shops, lobbies, entrances) or visual (windows). Street facades as well as the ground and first floors of buildings, are the primary components of the private - public interface.

Internal zone: The internal zone of blocks can adopt a variety of forms, depending on the type, and intensity of development and the needs of individual developers.



ARCHITECTURAL LANGUAGE AND IMAGE: THE CREATION OF A "COMPOSITE FORM"

In an integrated development such as Century City, the objective is to create a sense of place and identity. Buildings should create a "composite form or overall building landscape" where some buildings stand out due to their meaning or importance, while others blend into the background. These "object buildings" become landmarks within a fairly harmonious environment.

A composite form is achieved by the use of functional and formal linking elements between buildings. That is the objective of the design guidelines contained in this report.

The photographs opposite illustrate examples of a composite form. The top picture is of Lafayette square in Washington D.C, a higher density urban environment that has emerged over many years. The lower picture is of a lower density planned environment (Seaside Village in USA). While very different, both pictures illustrate how the functional and form relationships between buildings are given more importance than individual designs. The result is an integrated environment with an attractive composite form.



Building Form Example

Some of the principles used to achieve a composite form are analysed overleaf with reference to the photograph of Seaside Village.

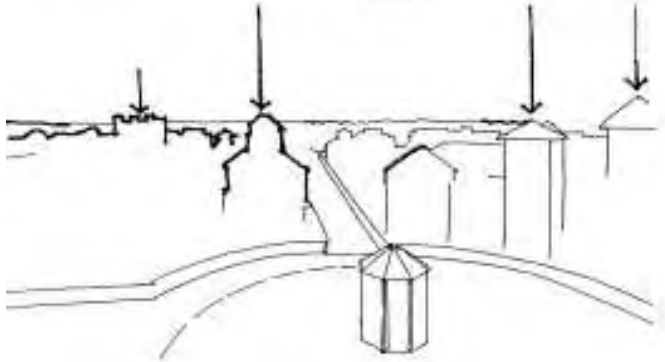
It is emphasized that the architecture of Seaside Village is not necessarily suitable for Century City (which is a higher density urban place), but the principles for achieving a composite urban form are similar.

The analysis overleaf makes the point that architects at Century City can use different design elements, but need to respect the context of their buildings to create a composite form.

COMPOSITE FORM ANALYSIS

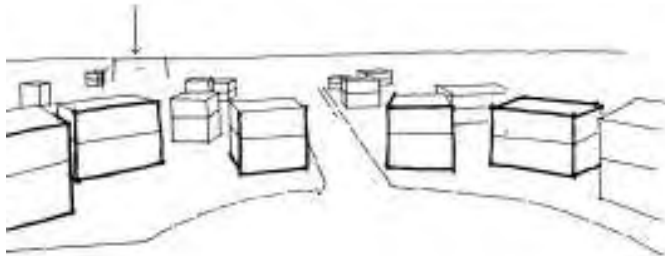
ROOF FORM

The top sketch in the series opposite illustrates only the roof forms of the buildings shown in the Seaside Village photograph. Note that they are all designed with straight panels and combined with double pitch, hipped and other forms, as well as rotated. As an exception, only one building, indicated with an arrow, is different. This is a special building.



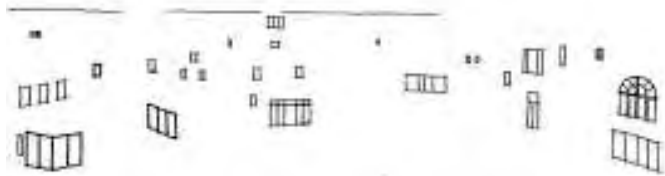
SKYLINE

The second sketch illustrates only the skyline (the line where buildings meet the sky). Note that there is an average building height and only a few taller structures accentuate specific buildings.



BASIC BUILDING VOLUME

The third sketch illustrates only the basic building volumes. Note that all buildings are based on a rectangular box form and have similar dimensions.

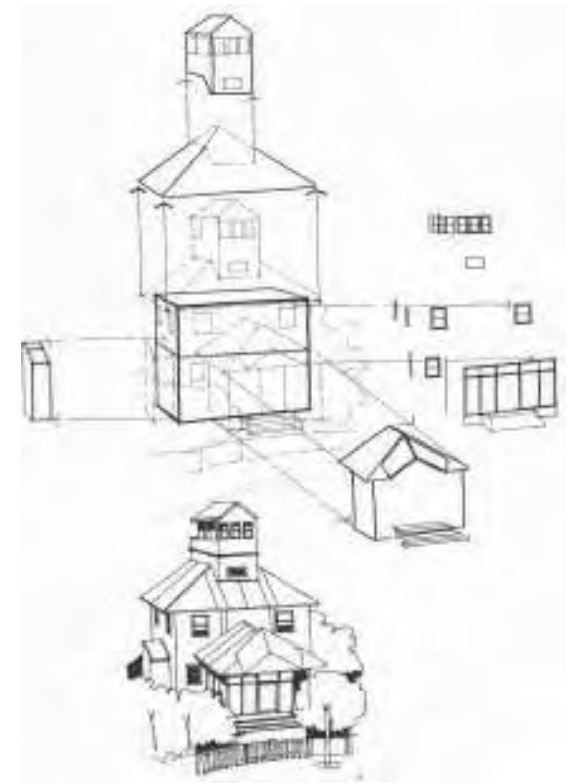


OPENINGS

In the last sketch, only windows have been traced from the picture. Note that all windows have been vertically proportioned.

INDIVIDUAL BUILDING FORM

The sketch below illustrates the architectural features of one of the buildings. Note the basic architectural volume is a simple rectangular box, but lantern, porch, bay window and openings of the walls, are all ways of articulating this basic form. All buildings in the picture have been designed to combine these same elements in a variety of ways. In addition, these simple buildings have been placed in different positions and directions, adding variety to the composite form. Although the same design elements have been adopted in all the houses variety and richness has still been achieved.



CHAPTER 3

PROPOSED URBAN STRUCTURE

THE PROPOSED URBAN STRUCTURE

The urban design rationale outlined in the previous chapter provides the conceptual basis for the proposed urban structure of Century City. The urban structure is explained more fully in this Chapter. All interventions, both in the public environment and private development should be consistent with the urban design rationale and the proposed urban structure.

Developers and their professional teams should also comply with the directives formulated in the following chapters which deal with design guidelines.

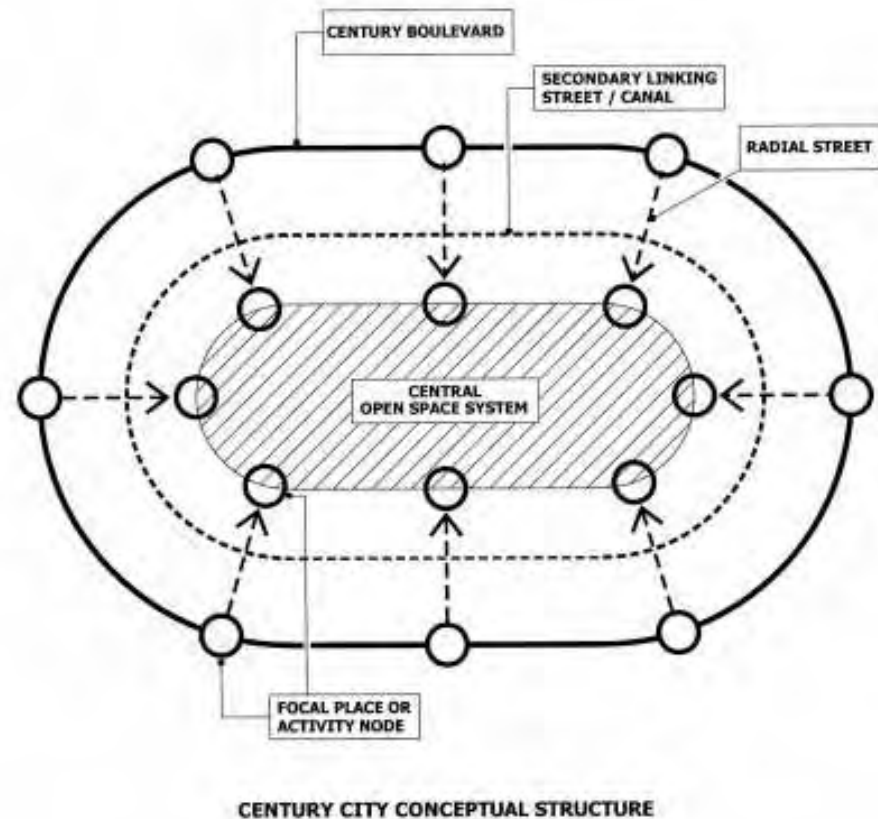
Two principles underly the structuring of the site. These are:

- to enhance and protect the open space and water system as the focal feature of Century City and
- to infuse new life to the overall development by making Century Boulevard a vibrant and attractive urban boulevard, a pedestrian friendly space and a prestigious address.

The open space system and Century Boulevard therefore form the two primary features of Century City, and constitute the skeleton of the urban structure. They are arranged in a concentric form, and the pattern is completed by a network of radial "public" streets (both pedestrian and vehicular). These streets provide direct access to the various properties and linkages between the two primary features of the site.

Nodal system

The places where radial streets intersect Century Boulevard, form natural focal points (nodes), which are places of intensified activity. Linkages and their corresponding nodes are spaced along the boulevard at regular intervals so that good connectivity is achieved and walking distances are minimised. Focal places in the boulevard can adopt various forms and characteristics. Similarly, the places where radial linkages meet the main canal system, also constitute important focal points for enhanced activity.



MAIN STRUCTURING ELEMENTS

The proposed structure and various elements are described below. Note that this conceptual structure is evolving and the current urban form may be different in certain circumstances. However the main structuring elements remain relevant.

Urban gateways

These are the areas surrounding the main entrance points into Century City. They should create a sense of arrival into a different realm.

Main structuring spine

Century Boulevard is the "urban" hub of Century City, and should become a vibrant urban street and important address.

Open space system

The open space system provides a soft heart to Century City. It is formed by the Wetland, Ratanga Island, the Grand Canal and a linear network of narrower canals that connect these spaces. Water is a common feature of the open space system.

Strategic links

Functional and visual links between the Boulevard and open spaces create legibility and enable public access to and from these spaces. Linkages should be situated at regular intervals to achieve permeability and reduce walking distances, especially from public transport stops to major destinations.

Gateway squares

These urban spaces open up visual corridors from the Boulevard into the open space system and celebrate the main entrance points to Century City.

Streets

A network of pedestrian and vehicular streets connects the Boulevard with the open space system and development parcels. Public streets are essential components in Century City. Large developments that consolidate blocks must ensure permanent public right of way along these routes.



Terraces to water edge

The points at which Century Boulevard and the open space system (canals) cross one another, are significant places. However these cross at different levels, and the significance is not expressed along the Boulevard. Landscaped terraces and ramps can provide a direct connection between the Boulevard and the open space system, with direct public access to the water's edge from the Boulevard.

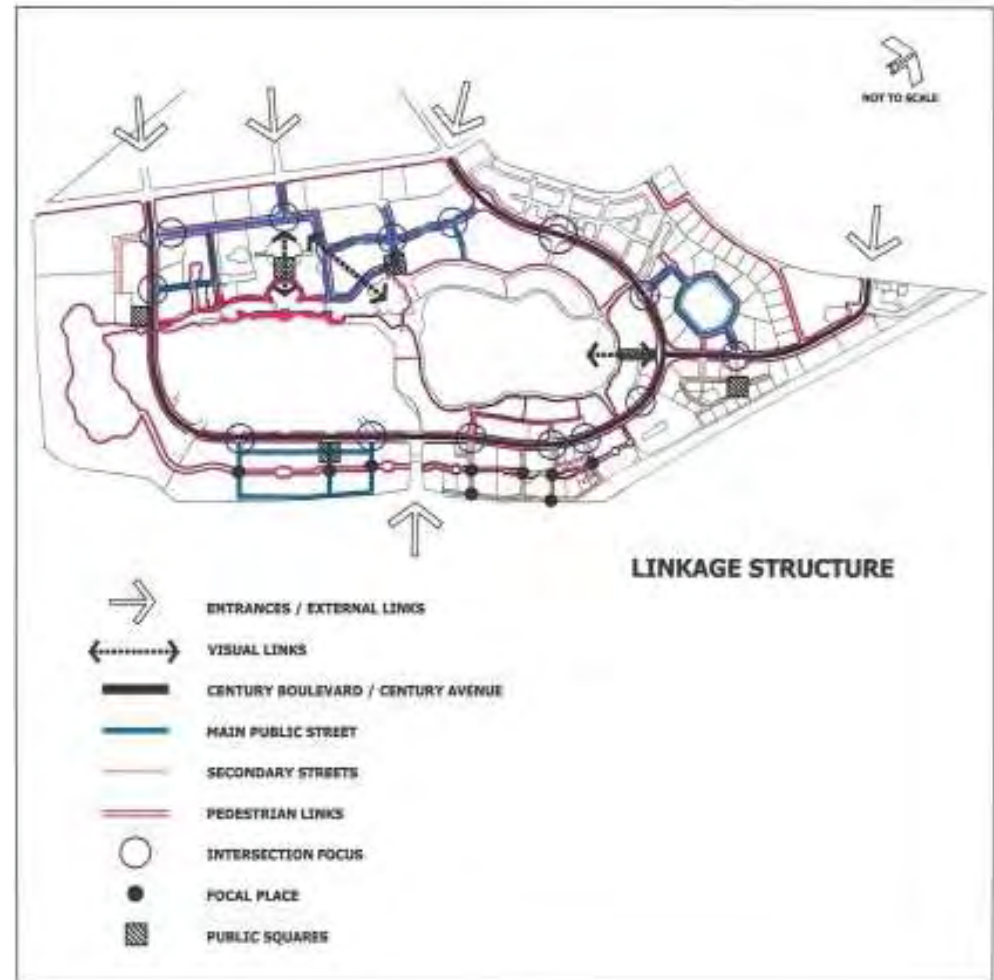
Primary nodes / focal places

The points at which the Boulevard and the open space system intersect with radial streets constitute important focal places. Nodes or focal places take on a character consistent with the form and function of the spaces they connect. In many cases nodes are situated at street corners. Although the drawing illustrates an overall pattern of nodes, detail position and characteristics of the various nodes will be provided on precinct-by-precinct basis.

LINKAGE STRUCTURE

The drawing opposite illustrates the network of vehicular and pedestrian links that interconnect Century City. The main spine, Century Boulevard, carries a large volume of vehicular and pedestrian traffic, while the internal open space system is predominantly a pedestrian realm. These two systems run "parallel" to one another, crossing only at four points.

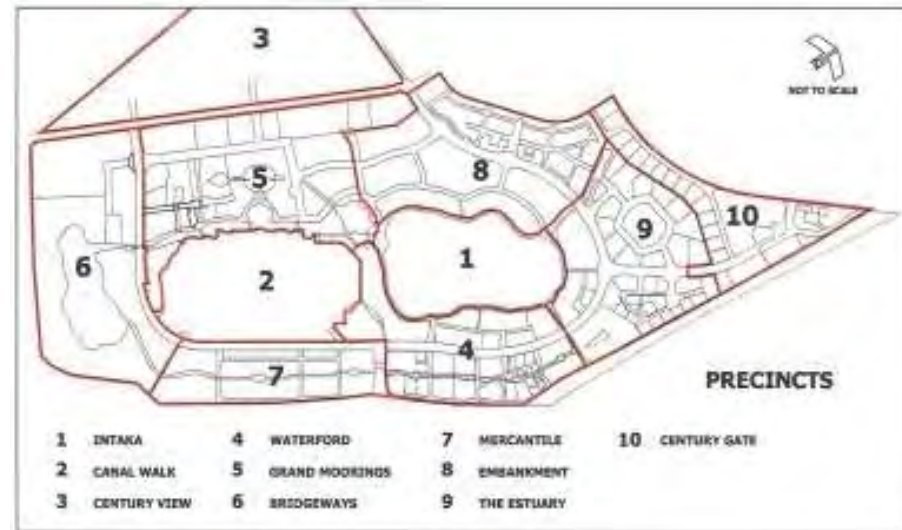
Visual and functional cross-links are necessary to connect the components of Century City. These links or streets, start and end in the form of focal places or nodes, both on the Boulevard and the open space system. In addition the places where linkages meet the water network are made visible through public squares of various sizes. The aim is to concentrate, a number of activities and facilities at each node, such as shuttle bus stops, raised pedestrian crossings, public phones, entrances to buildings, etc.



PRIVATE DEVELOPMENT

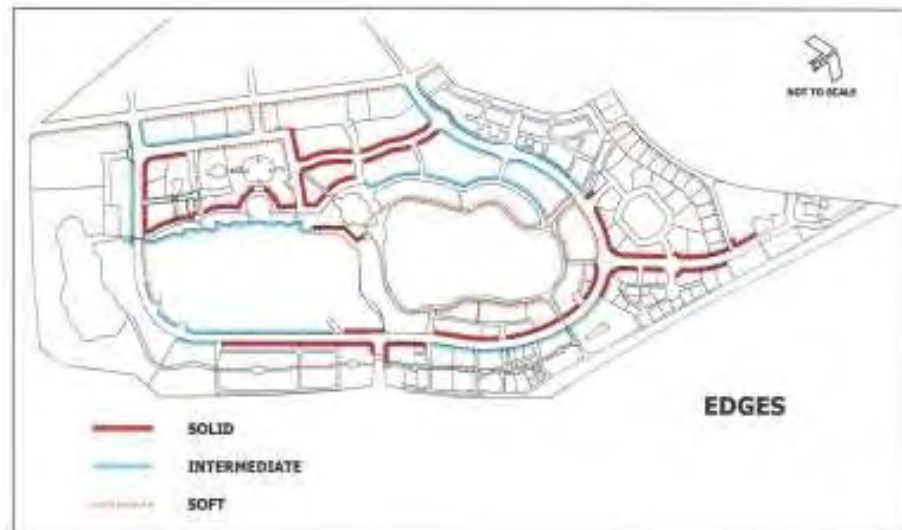
Private land for development has been packaged into precincts and individual land parcels. Precincts are groups of blocks that share common characteristics, such as their position within Century City or a distinctive relationship to other precincts.

Individual Precinct Plans are prepared for each precinct in accordance with the package of plans process. Precinct plans are compiled as and when required, but Chapter 5 provides an overview of the main features for several of these precincts. All development must comply with the directives provided in this Urban Design Framework as well as the relevant precinct plan.



EDGE INTERFACES

The drawing opposite indicates the edges of private development that interface with the public environment i.e. open space system, Century Boulevard, public streets and pedestrian links. Details of recommended edge responses are given as design informants on a precinct-by-precinct basis, because these differ from area to area. However common principles which are explained later in Chapter 5 need to be respected.



URBAN FOOTPRINT

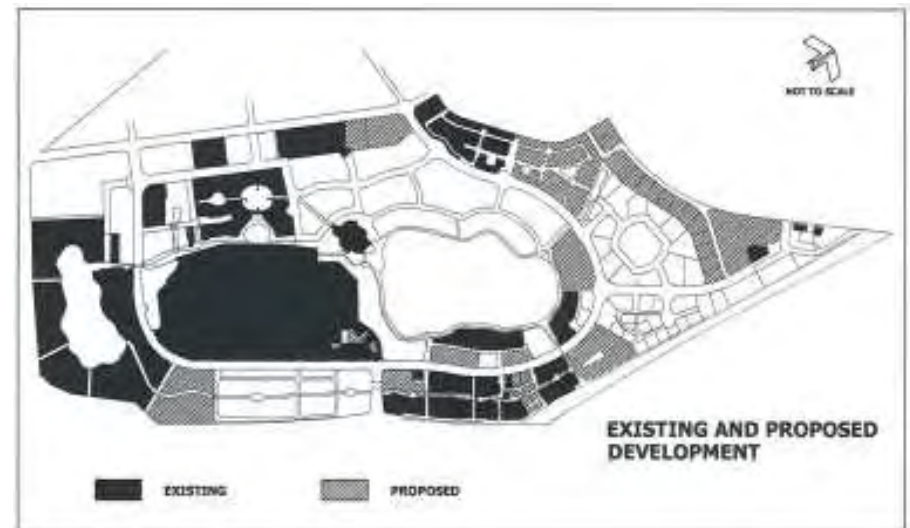
The urban footprint drawing shown opposite illustrates, in a generic form, the overall pattern of the public environment (in white), while development blocks are shown in black. These blocks do not signify buildings, merely land parcels. This helps to highlight the contrast between the public environment and private development, and the importance of inter-connectivity between these components.

Information about the blocks, streets and open spaces are given as design informants in the precinct plans.

EXISTING DEVELOPMENT AND PROPOSED STRUCTURE

The drawing opposite illustrates the proposed structure with an overlay of development to date (June 2003). It is important to build upon existing features and, where possible implement remedial interventions at the edges of private development and the public realm, in order to achieve a better spatial definition and environmental quality.

Century Boulevard is a critical feature in this process. At the moment, the water seems to offer the main value and attraction to developers. By focussing attention on Century Boulevard, through redesign (within the same road reserve), it should be possible to infuse new life into this space. Strategic investment in the public environment and guidelines for private development to respond positively to the Boulevard, should help to create a new address attractive to private development. For this reason Century Boulevard is seen as a crucial element for unlocking the value of adjacent land.



CHAPTER 4

GENERAL DESIGN GUIDELINES

PUBLIC ENVIRONMENT

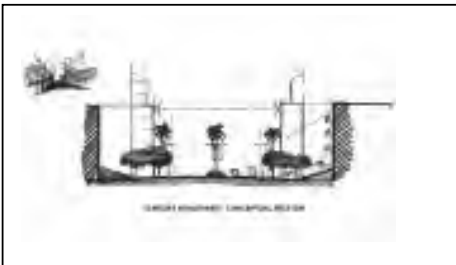
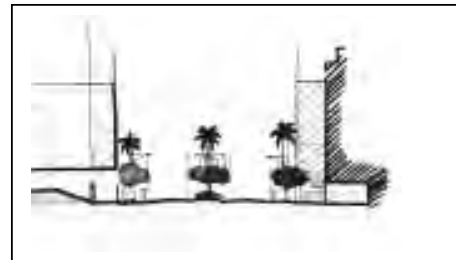
The various elements of the public environment are discussed in this section, with general design guidelines relating to each element.

Century Boulevard

Century Boulevard is the primary element for functional and visual continuity in Century City. All visitors and residents move through this urban corridor to arrive at or to leave from their various destinations.

The Boulevard has the potential to become a prestigious address, adding value to the adjacent land. But for this to occur specific design attention is required, both within the road corridor and with private developments alongside the corridor.

It is proposed to design the Boulevard as a positive urban space worthy of attracting prime buildings. Elements and features that are characteristic of an urban avenue should be incorporated. These include soft landscaping, street furniture, public transport stops and shelters, street lights, pedestrian crossings and sidewalks, street parking, traffic calming devices and appropriate signage.



An essential feature of a successful urban avenue is the way that buildings interact with the street space. All buildings should be placed on or close to the street boundary, to create an adequate street enclosure. This is illustrated in the sketches opposite and the photograph below.



In addition, the buildings should offer their front façades to the street, and acknowledge the importance of the public realm.

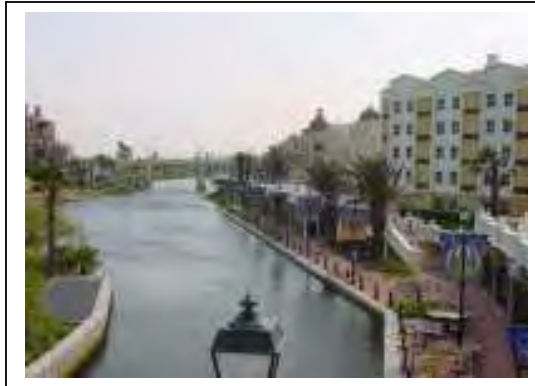
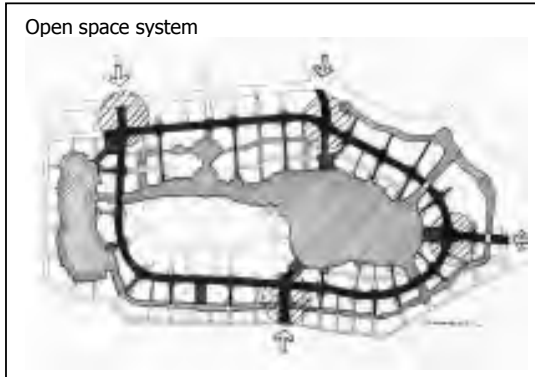
Entrance lobbies should be situated on the Boulevard and pedestrian entrances should be taken off this street. Activities on ground and first floor should be visually and functionally integrated with the street space.

The Open Space System

The open space system is a major attraction and feature of the public environment. People are naturally drawn to these spaces and move between them and the Boulevard. Water is the common element in the Century City open space system. Spaces that are related to water, have an intimate, tranquil character and should be free of vehicles. They complement the activity of the Boulevard, offering places for passive recreation. Century City contains the following open spaces:

a) Grand Canal

This public space is an important focus for pedestrian activity. Buildings facing the canal should create solid edges, with a strong relation to the public environment. Public related uses such as shops, restaurants, lobbies, windows, balconies and plazas should be placed at regular intervals to form an active edge along the canal.



b) Internal Canal Network

The narrower canals that cross the various precincts form a semi-private open space network, offering passive recreation and visual relief. However, the public should also be given access to these spaces with human scaled pedestrian streets terminating in local "pocket" squares at the water's edge. Canals should be treated as pedestrian streets and adjacent buildings should relate to the canals.



c) The Wetland

The wetland is the environmental heart of Century City. This is a quiet, passive space reserved for nature. Although public access is restricted, the wetland is a major public asset, visual focus and a space to be contemplated.

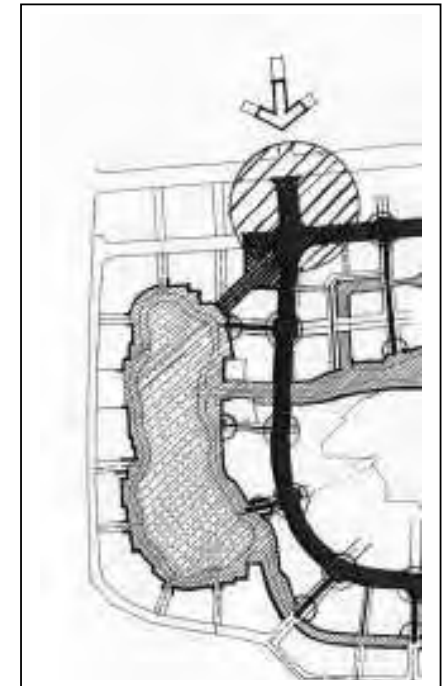
Building interfaces around the perimeter should be treated in a sensitive manner empathising with the natural setting.



d) Ratanga Leisure Island

This Urban Design Framework explores the potential for rationalisation of Ratanga Junction entertainment precinct. The concentration of the leisure park in the centre and utilisation of its perimeter for development are strategic actions that could be contemplated. The land around the edge of the park is considered of potential high value as it enjoys stunning views of Table Mountain.

Ratanga Junction has a complementary character to the wetland, offering a soft open space for active recreation.

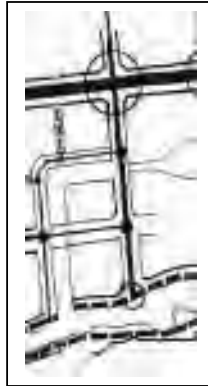


Internal Streets

Internal streets subdivide the precincts into development blocks and have the important role of providing public linkages between urban spaces and the various development parcels.

Most internal streets run perpendicular to Century Boulevard and connect the Boulevard with the open space system.

Internal streets accommodate vehicular traffic but should be pedestrian oriented and treated to encourage slow speed movement. The buildings adjoining them should form active edges and support street life at ground level.

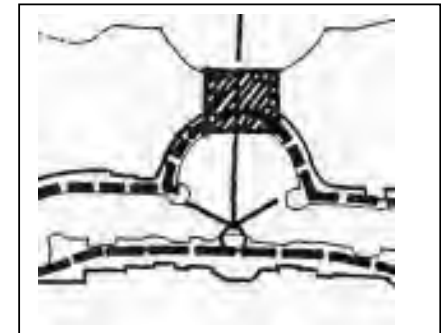
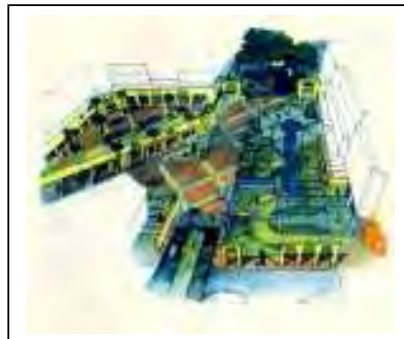


Squares and focal places

Pedestrian activity in the public environment is naturally intensified at some points (nodes) such as street intersections, entrances to precincts, entrances to buildings and transport stops.

Squares and other focal places are formed with the objective of giving spatial dimension to these activities and generally, as gathering places for the public.

Squares and focal places can also be created to perform other roles, such as to terminate streets at the water's edge, celebrate special events in the public realm, and as forecourts of institutional and religious buildings,



PRIVATE DEVELOPMENT

This section provides design guidelines for buildings in terms of basic compositional elements and articulation of architectural volume. These elements provide functional and formal relationships between buildings to achieve a composite urban form within the precinct.



COMPOSITIONAL QUALITIES OF ARCHITECTURAL VOLUME

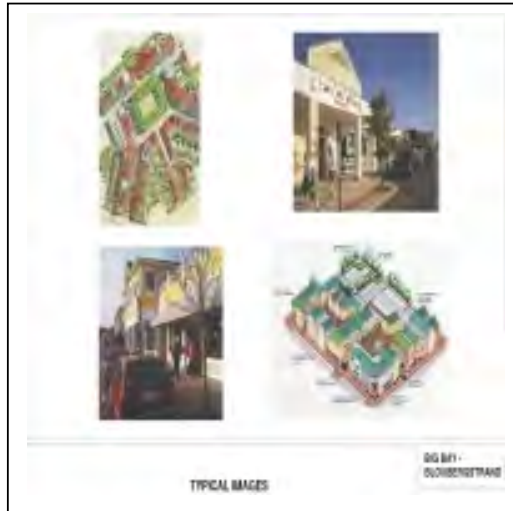
Siting: Perimeter Block Form

The sketch illustrates the basis of perimeter block form. Buildings should be placed on the street boundary within the development platform as specified in the precinct plan.

Building Types

The use of narrow building types (9 to 13 m or "two room wide") is encouraged. Simple, rectilinear forms are preferred for the definition of the building volume.

A compact building form is supported, and narrower footprints with internal spaces are preferred to large massive footprints.

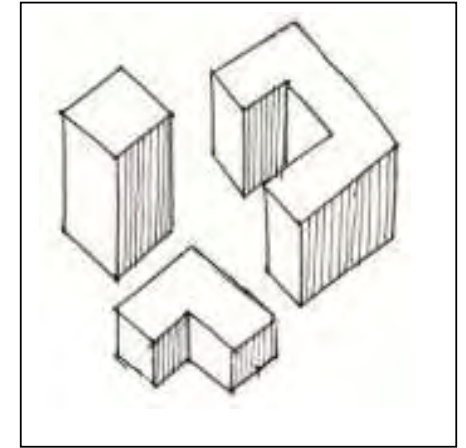


Plan Form

As a general rule, plan forms should result in a combination of rectangular shapes following the direction of the grid. Special forms however could be used as exceptions provided they are sufficiently motivated in the context of the urban design rationale.

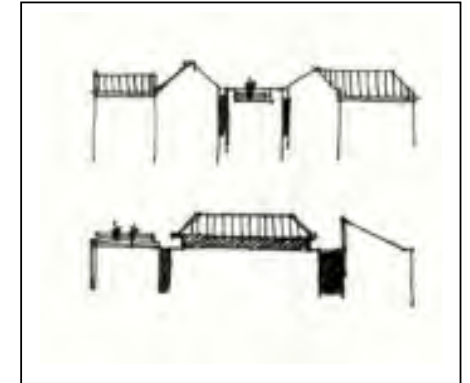
The creation of an average building height with some elements of accentuation is an important aspect of the composite form. Building heights affect the skyline and long distance view of Century City.

An average height of between five and seven storeys is initially promoted. Taller structures could be permitted in specifically demarcated positions.



Roof Form

Individual roof forms create an overall skyline (composite form). Roofs should be based on the combination of rectilinear panels. Shapes other than rectilinear (domes for example) should be avoided in future as a general rule, because it is considered that there are enough domes at Century City. However, exceptions could be permitted in specifically demarcated places provided they are limited in size, well motivated and consistent with the urban design rationale.



Building Articulation

Large buildings should be treated as aggregates of smaller components to achieve a human scale. Therefore, monumental scale buildings should be avoided. Buildings should be articulated as described below.

a) Horizontal articulation:

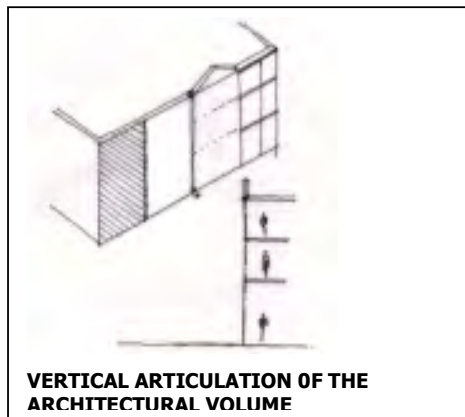
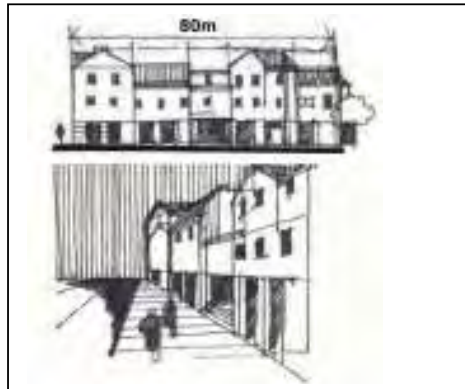
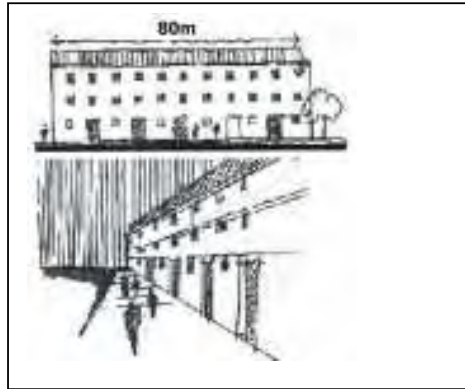
This fragments a building façade into smaller horizontal components: base, body and top. The base is lower floor(s) of the building, where an active, functional and visual interface with the public environment should be ensured. The top section is where the building meets the sky and this culmination should be expressed. The composite form of rooftops creates an important long distance view or skyline.

b) Vertical articulation:

Vertical articulation is the fragmentation of long building facades into smaller panels so that monotonous perspectives are avoided.

c) Solid / void relationship:

This describes the amount of solid building volume in relation to other major openings in the building mass (windows and doors excluded). This ratio describes how compact a building is and therefore its performance as an urban space enclosure.



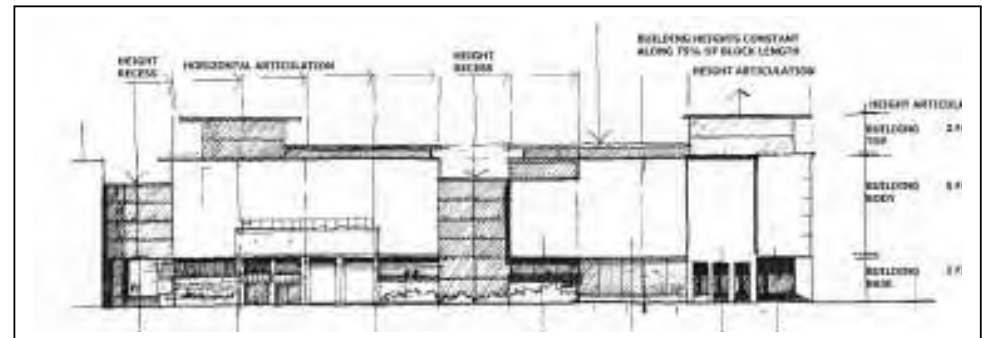
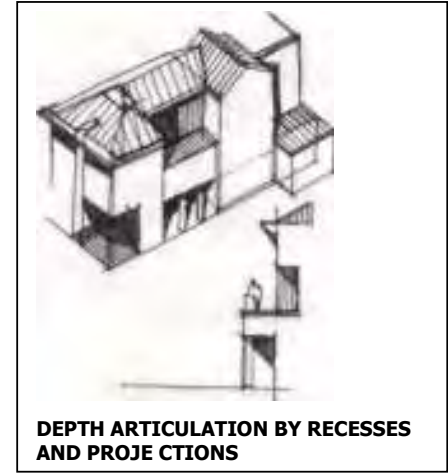
Buildings facing and enclosing the Boulevard and the Grand Canal should be more compact than those enclosing softer spaces such as the wetland. This is described in more detail in the section dealing with edge responses.

d) Depth articulation

The building volume can also be articulated by means of recesses and projections.

These create shadow areas and form accentuations to the built form.

Recesses and projections can be used for horizontal and vertical articulation of the building volume. Examples of recesses and projections are: building line setbacks, entrance gateways, colonnaded sidewalks, balconies and terraces, cornices.



CHAPTER 5

EDGE RESPONSES

GUIDELINES FOR THE RESPONSE OF BUILDINGS TO THE PUBLIC ENVIRONMENT. INTERFACES

As explained previously, buildings enclose and give form to the public environment. The portions of blocks, parcels and buildings that face the public environment are called edges or interface areas. Of particular concern in this urban design framework is the strip around the perimeter of a development block, within 25m of the property boundary. This strip includes the recommended building platform for the perimeter block form, and the interface between private development and the public environment.

There are three main types of edge response: Solid, semi-solid and soft.

Solid edges are those formed by buildings placed in a fairly compact form on the street boundary.

Semi-solid edges are those with roughly equal proportions of solid buildings and landscape areas. In general however, the corners of blocks should be solid.

Soft edges are those that remain open with just landscaping, or where the building is setback from the boundary by more than 7.5 m.

Street level interface

Regardless of the type of edge response, an active visual and functional interface between buildings and the public environment must be ensured, at least on the ground and first floors.

Functional interface means that people should be able to walk along a street in front of a building and experience an attractive environment, including some interaction between the building and the street. Entrance lobbies, shops, coffee shops, offices, gateways into mid block spaces, all provide functional interfaces.

Transparent surfaces, balconies and terraces provide a visual interface which means that people in the buildings and in the public environment can see life and activity occurring. This helps to make a place vibrant and interesting.

This can take place without affecting the privacy in the buildings, since uses on ground floor should be of a more public nature, while those above can be private. Small changes in levels can also help to keep an active visual interface while still creating a degree of privacy.

Parking structures

Parking structures should preferably not face directly onto the public environment, because they normally present blank walls and are devoid of activity and interest.

However, parking structures can be placed on the street boundary line if they protrude less than one metre above the ground level at any point along the façade of the building (i.e. constitute a genuine basement).

Parking structures protruding more than one metre above the ground level should be recessed at least 7.5 m from the boundary line. This will provide opportunities for suitable interface activities to be introduced between the street and the parking. That depth can be reduced to 5 m in narrow properties provided this is sufficiently motivated.

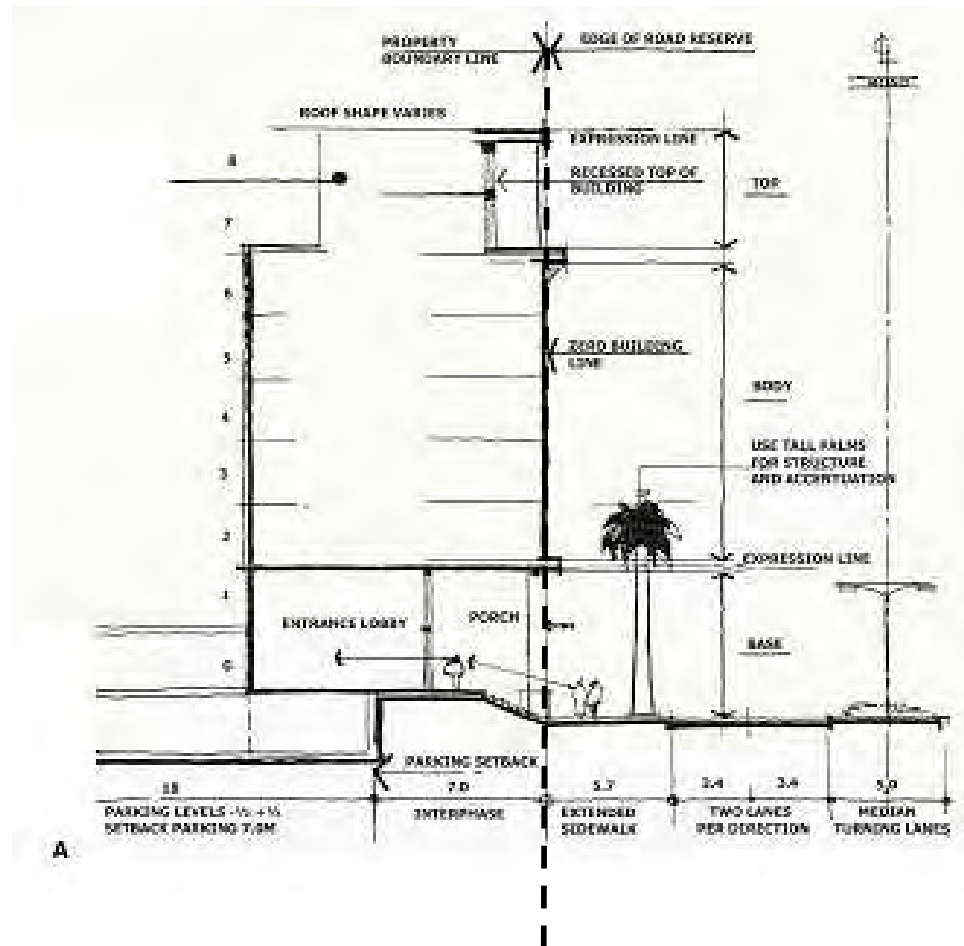
Alternatively, and only in narrow properties where there is a water table constraint, parking structures protruding more than a metre can be placed on the boundary, but some parking bays must be replaced with uses such as lobbies, shops, and landscaped gardens.

The following pages contain typical edge responses for low - medium and medium - high rise buildings. They illustrate the application of the foregoing principles to create an appropriate edge response, and they illustrate the wide range of design options that can be achieved.

SOLID EDGE RESPONSE MEDIUM TO HIGH RISE BUILDINGS: GUIDELINES

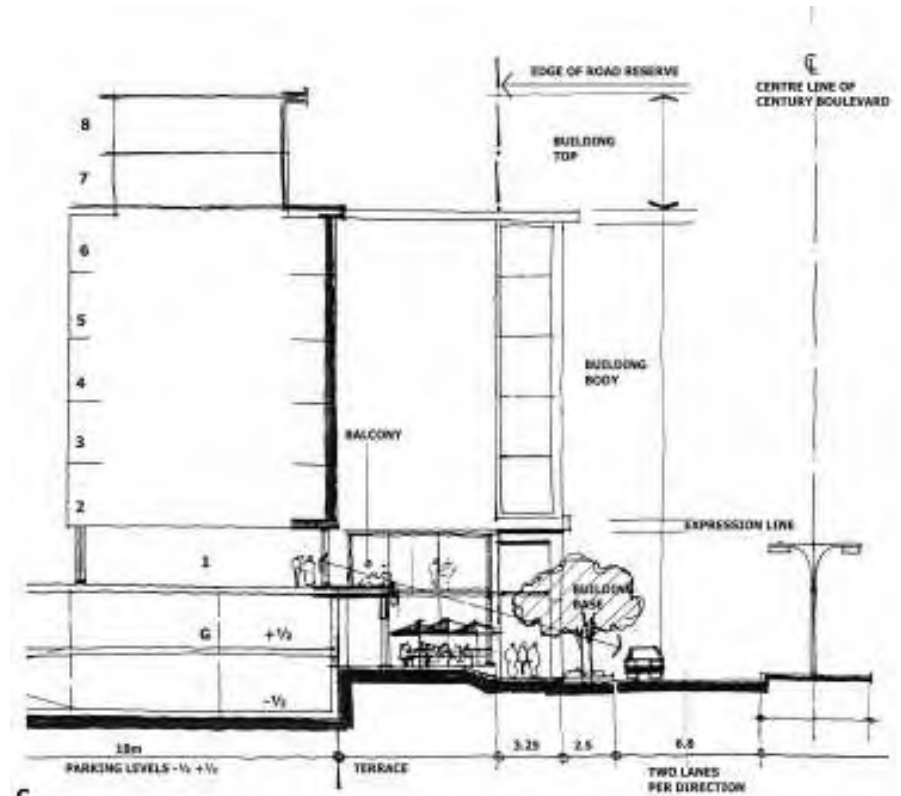
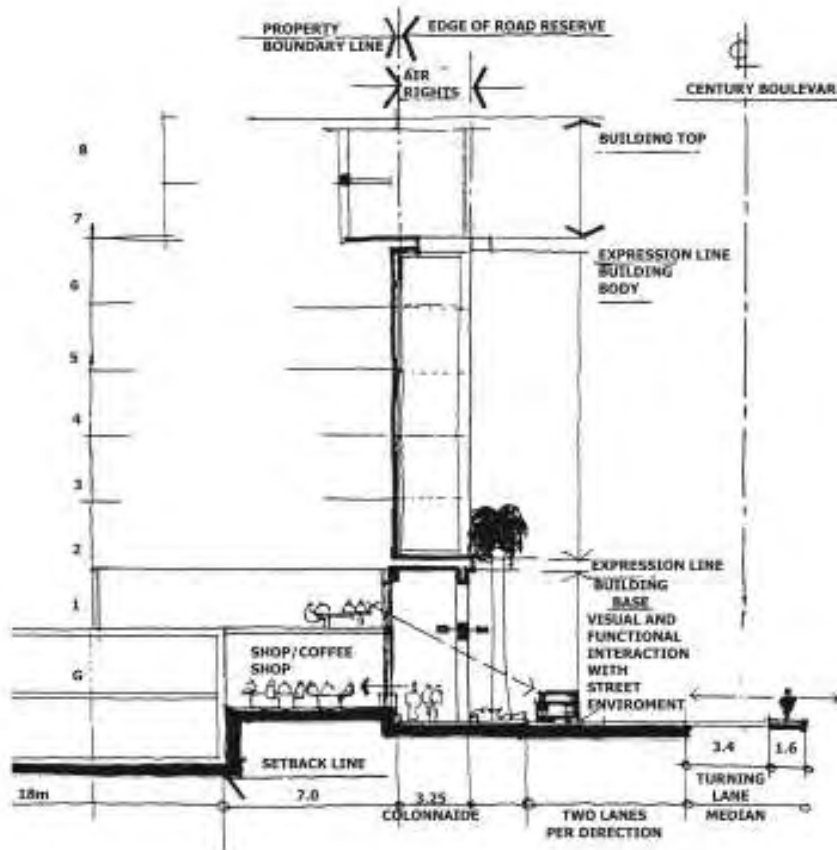
The following principles should be applied where medium to high rise buildings are situated at or close to the street boundary (solid edge response).

- Vertical articulation :Building base at ground and first floors, building body at second to sixth floors, building top seven and eight floors plus roof space. Expression lines in between.
- Maximum building line setback: 7.5m
- Corners of blocks must build to zero building line (see block details in precinct plans)
- Parking semi-basements protruding one metre or less above street level can be built to zero building line.
- Parking structures protruding more than one metre above street level must be setback 7.5 m from boundary line with a suitable interface.
- Active uses on ground floor at least 25% of the length of the block, in the form of functional and visual interface (people can walk into the building and back to the street) This includes entrance lobbies, gateways to internal block areas, shops, coffee shops, etc.
- In addition there should be a visual interface, where people inside the buildings and in the street can see one another on the ground and first floors for at least 25% of the length of the block in the form of large window panels (glass), balconies, terraces, etc.
- Uses on ground floor should be predominantly offices and retail, as well as entrances to buildings.





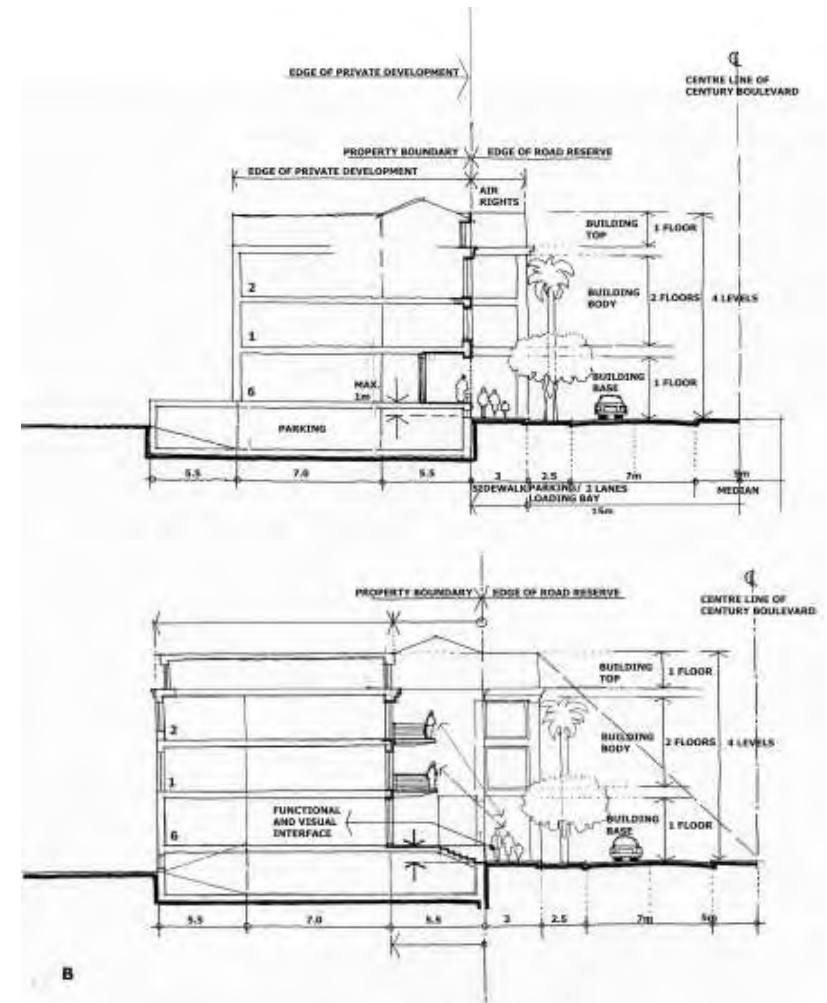
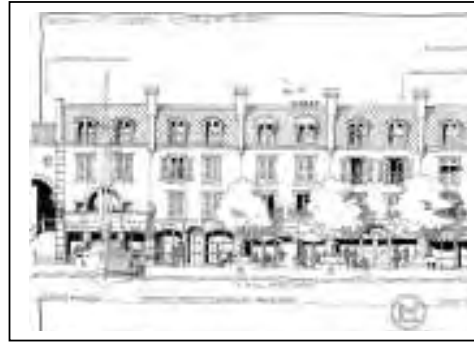
These pictures illustrate an appropriate solid edge response for medium to high rise buildings.



SOLID EDGE RESPONSE: LOW TO MEDIUM RISE BUILDINGS

Low to medium rise buildings follow the same edge response principles as high rise buildings, with some dimensional variations.

- Vertical articulation: Building base on ground floor, building body on first and second floor, building top is roof space and loft if any.
- Maximum building line setback: 5m
- Corners of blocks must build to zero building line
- Parking semi-basement protruding one metre or less above ground level can be built to zero building line.
- Parking structures protruding more than one metre above ground level must be setback 5 m from street boundary line, with a suitable interface.
- Active uses on ground floor at least 25% of the length of the block in the form of functional and visual interaction. This includes entrance lobbies, gateways to internal block areas, shops, coffee shops, etc.
- In addition, visual interface on ground and first floors at least 25% of the length of the block in the form of large window panels (glass), balconies, terraces and other so that people in the street and in the buildings can see one another.
- Uses on ground floor should be predominantly offices and retail as well as entrances to buildings.



SOFT EDGE RESPONSE

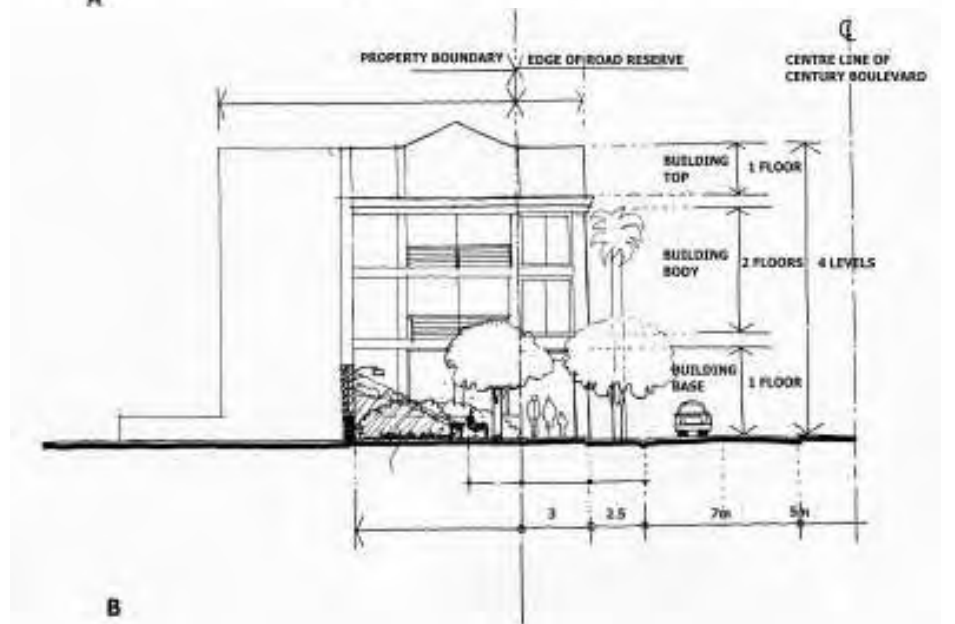
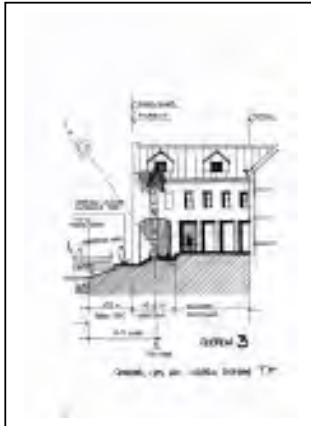
Soft edges are preferred for all edges fronting onto the open space system. Unless there are exceptional circumstances, no soft edges are permitted fronting onto the boulevard or on main linking streets, as the sense of enclosure necessary to street spaces would be lost.

Within a block with soft edge responses, some solid building elements might be created for accentuation purposes; this limited to 10% of the length of the block.



SEMI-SOLID EDGE RESPONSE

This built form response consists of a combination between solid and soft edges in a proportion of about 50% to 50%. Corners of blocks should always be solid, even if that block has a soft edge indicated. This helps to define the extent of the block in visual terms.



CHAPTER 6
PRECINCT PLANS

PRECINCT PLANS

The package of plans process at Century City includes the preparation and approval of Precinct plans. These provide more detail than the general development and design framework, but are not so detailed as to constrain individual design solutions.

It is important however that Precinct plans are consistent with the urban design rationale, overall structure and broad design guidelines for Century City.

There is an opportunity with each Precinct plan to provide a set of specific design informants, and stipulate control measures that may differ from precinct to precinct. However each precinct plan must clearly illustrate how the directives of the Urban design framework are followed through and implemented.

The following aspects should be included with each precinct plan.

Overview

- Summary of urban design informants and principles extracted from the Urban Design Framework.

Public Environment Elements

- Streets, squares, parks, nodes and focal places.
- Provisional property (block) boundaries of land for development
- Pedestrian links that are public or semi-public
- Visual lines and focal points.
- Typical street sections.

Private Development Elements

- Street and block pattern
- Land uses / activities
- Provisional building massing and height
- Building articulation: vertical and horizontal
- Typical building footprints

Edge Interfaces

- Typical details of edge interface treatment
- Active edge interfaces to the public realm
- Ground floor plan and street interface elements

Architecture

- Architectural treatment
- Controls for buildings

Environmental Aspects

- Mitigation and enhancement of environmental aspects such as wind, sun, noise, rain
- Compatibility with significant environmental features (wetland)
- Landscaping principles

Engineering and Traffic

- Bulk services
- Parking ratios
- Road capacity
- Intersection spacing
- Stormwater management

Development Parameters

- Bulk factor and total floor area
- Recommended land uses and their distribution
- Parking calculation and proposed supply

INDIVIDUAL PRECINCT PLANS

This urban design framework contains the essential elements of several precinct plans, including the Northern Sector Precinct and the Estuaries Precinct. Other precinct plans have been prepared and can be made available as required.

It is important to note that for control purposes, the "official" precinct plan is a document approved by the Municipality and that document may contain more information than the summary provided here.

An overview of the principles adopted in the precinct plan for the Northern Sector and Estuaries precincts follow.

NORTHERN SECTOR PRECINCT

The Northern Sector Precinct is the largest precinct and refers to that part of Century City between Ratanga Road and the Grand Canal, together with some land around the wetland that forms a logical part of this precinct.

The vision for Northern Sector Precinct is to achieve an integrated, mixed use development (work, play, shop and stay), which has a good image and "sense of place". The amenity and value of individual projects must be enhanced and at the same time a vibrant, rich environment created for visitors and residents alike.

Two fundamental principles underpin the structure of the Northern Sector Precinct. The one principle is to respond to and enhance the interaction between development and the water canal system. New canals will be created and development around existing canals will help to integrate the northern sector.

The second principle is to infuse new life to the development by making the Northern Sector a vibrant and attractive environment, with a pedestrian friendly space and a prestigious address. This is partly achieved by realigning the boulevard and changing its character, and by injecting a wide range of residential accommodation into the precinct.

In the northern sector the boulevard has been altered to take on two different forms. Part of the route comprises the main distribution system within Century City connecting the gateways and other components of the project. This distributor road extends from the existing Century Avenue to link up with an entrance at Ratanga Road. Another entrance from Ratanga Road connects with the southern arm of Century Boulevard. As a result there are three entry points into the precinct from Ratanga Road.

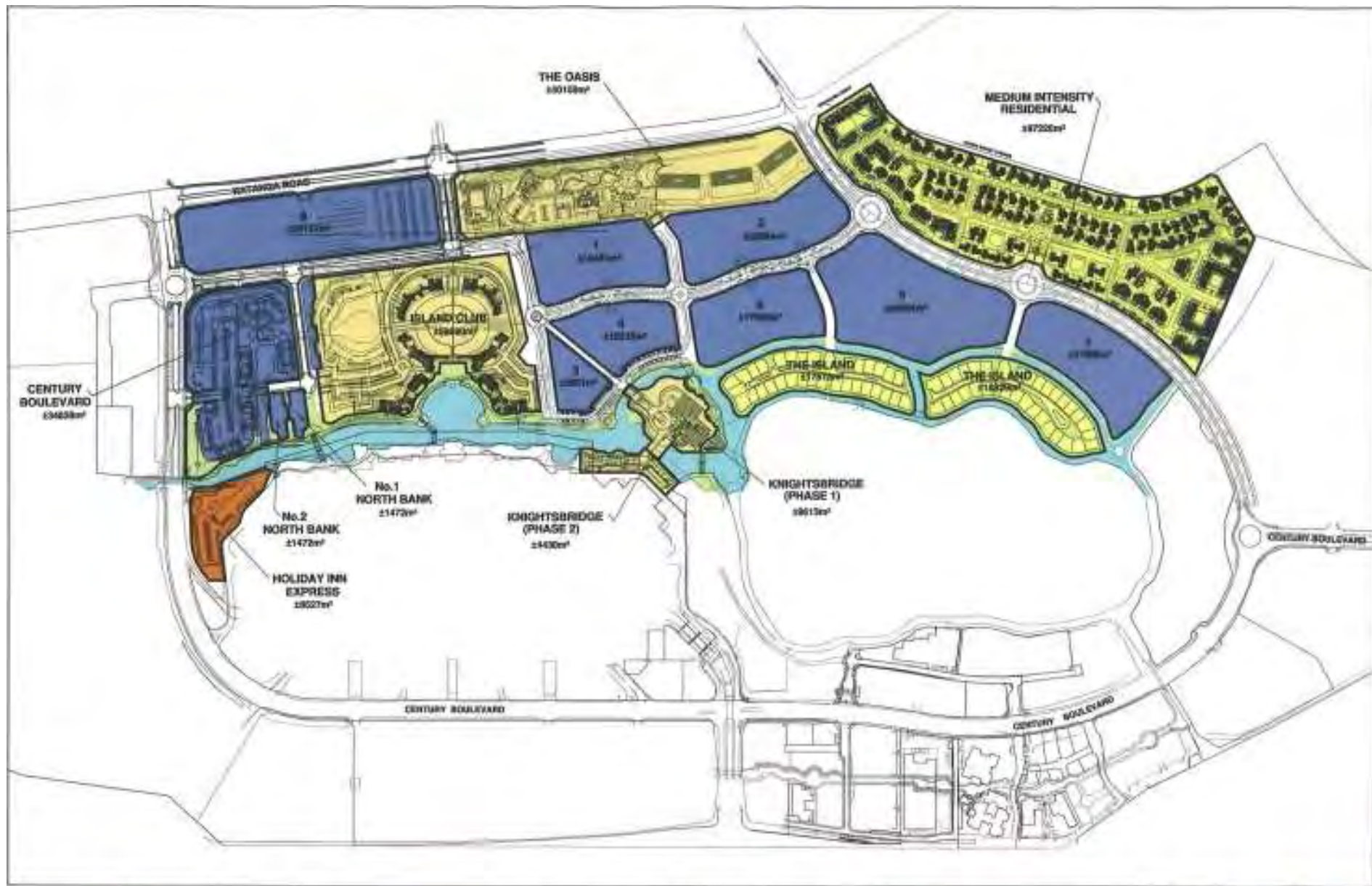
Part of the former boulevard route within the northern sector has been diverted and altered to improve the character of the road through this area. This diverted section links up with the two arms of Century Boulevard but takes on a more urban, pedestrian friendly and integrated character. To facilitate this, the road penetrates the sector more effectively, gentle curves are introduced into the alignment and the cross section is reduced.

Internal streets subdivide the Northern Sector Precinct into development blocks and have the important role of providing public linkages between urban spaces and the various development parcels. Most internal streets run perpendicular to Century Boulevard and connect the Boulevard with the open space system. Internal streets accommodate vehicular traffic but should be pedestrian oriented and treated to encourage slow speed movement. The buildings adjoining

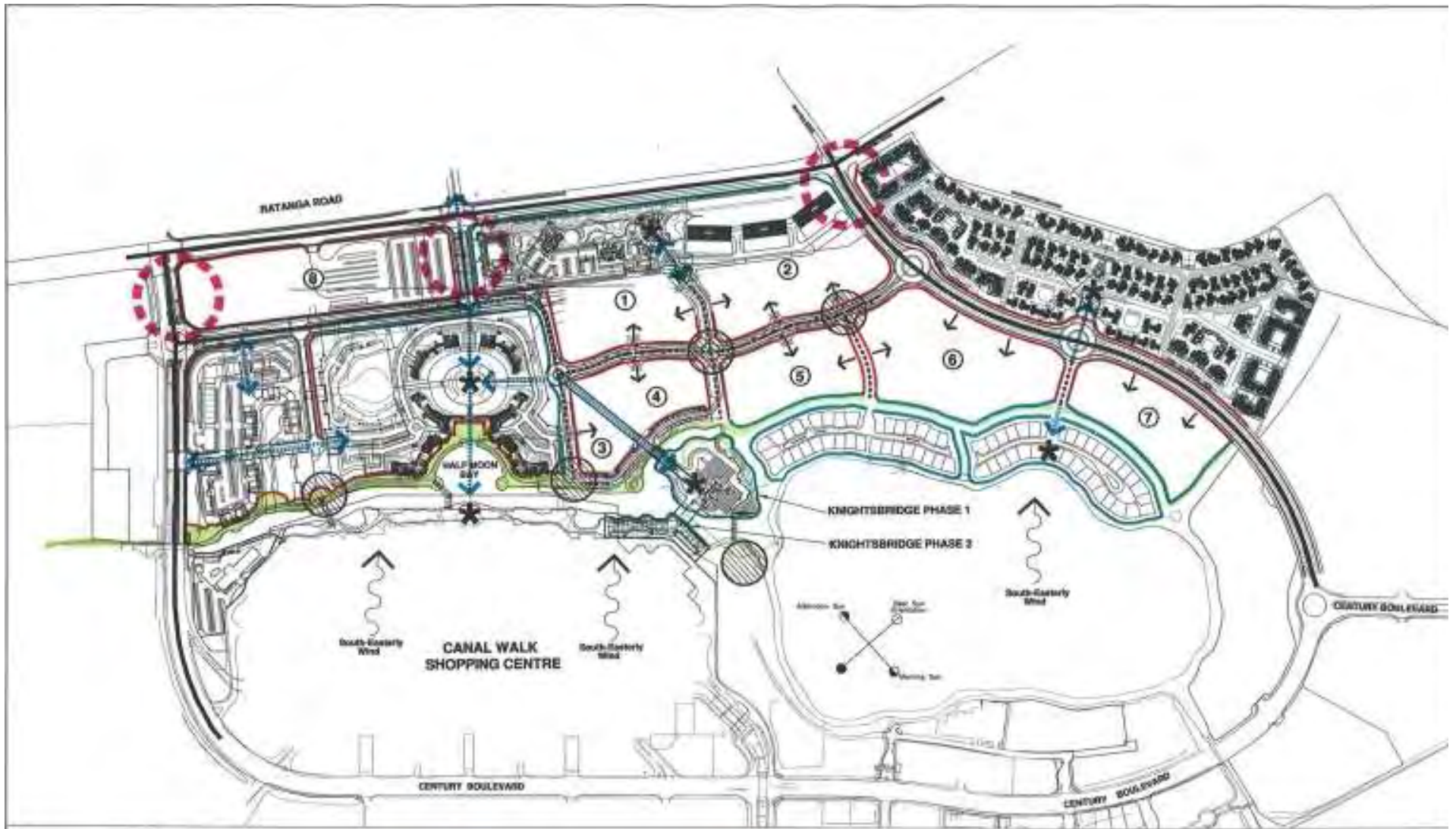
them should form active edges and support street life at ground level.

Private development within the North Sector Precinct will exhibit different responses. Certain residential projects, such as Knightsbridge or the high income housing overlooking the wetland, will maintain their exclusivity by a series of new canals that allow good visual integration but limit public access onto these sites. Other residential projects, such as the Oasis and the medium income housing, contain perimeter fences with a more open landscaped environment inside but restricted access from the outside.

The essential elements of the Northern Sector Precinct Plan are presented in the following plans.



		NORTHERN SECTOR PRECINCT : COMPONENTS			DATE NOVEMBER 2004	PLAN No. 7	
		MEDIUM DENSITY RESIDENTIAL	MIXED USE: OFFICES, BUSINESS & RESIDENTIAL	CANAL			
		MEDIUM-HIGH DENSITY RESIDENTIAL	HOTEL AND ENTERTAINMENT				



- ① DEVELOPMENT PARCEL
- * VISUAL FOCUS
- GATEWAY

- ➡ VISUAL LINK
- ⊙ LOCAL PLAZA
- ▭ PEDESTRIAN SYSTEM

- SOFT EDGE RESPONSE
- ARTICULATED EDGE RESPONSE
- ➡ POTENTIAL BLOCK ENTRANCE

- PRIMARY VEHICULAR MOVEMENT ROUTE
- - - SECONDARY VEHICULAR MOVEMENT ROUTE



SCALE 1:5000

NORTHERN SECTOR PRECINCT PLAN STRUCTURING ELEMENTS

DATE :
NOVEMBER
2004

PLAN No.
6



The following section provides an overview of the major developments and development initiatives in the northern sector. Some of these have already been implemented while other initiatives are still in the planning stage.

The Holiday Inn Express

Holiday Inn Express is a 175 room hotel, situated next to Canal Walk shopping centre. and has been positioned and designed to overlook the Grand Canal with views towards Table Mountain from the upper floors. The design reflects a fairly ornate architectural style with a face brick façade, plaster infill panels and quoins to certain features.



The hotel appears as a 6 storey building, but there is a lower ground floor level incorporating the catacombs for retail or similar uses. Access to the hotel is off Century Boulevard, along a service road that is also used to reach the south western end of the shopping centre.

No 1 North Bank

This development comprises a five storey building incorporating retail activity, parking, offices and some residential apartments. The built form alongside the canal is permeable and pedestrian friendly, with open terraces, doors windows and the shops encouraging human activity next to the canal.

A pedestrian bridge spans the Grand Canal and links up with the shopping centre. Part of the building is curved to acknowledge this important feature and provide sufficient space for a piazza. The piazza is a public space and local focal point in the area that helps to link various parts of the pedestrian system and channel movement from one side of the canal to the other.



A second building is planned adjacent to No. 1 North Bank and will have a similar appearance. This will be known as No.2 North Bank.

The Island Club

The Island Club is centrally located in the Northern Sector and is a defining element of this precinct. It includes striking buildings and landscaping and introduces a significant residential component into Century City.

The Island Club is a relatively high density, but high quality, residential environment, overlooking a system of internal open spaces and canals. A central feature is a landscaped island surrounded by water. The island has been intensively landscaped with classical design features, providing a recreation amenity and attractive setting.



The apartments range in height from 4 to 10 storeys, and the controlled but variable form responds to the flowing shape of the Grand Canal and landscaped island. The buildings complement the front façade of the shopping centre and provide a visual axis from one of the main entrances into Century City. The development

wraps around Half Moon Bay and extends along the Grand Canal. Particular attention has been given to the interface of buildings with the public promenade alongside the canal. Doorways, windows, studio apartments and mixed use activities front on to this promenade, and help to create vitality and interest along this important public space.

The main entrance to the project is from the existing Via Rialto road through a controlled access point. Vehicles enter a landscaped parking court, and a system of pedestrian and jogging paths winds its way through the site. Residential apartments that face on to the internal water body will have private gardens at the ground level leading up to the water, but all residents will have access along common pathways to the island, for use as an open space and recreation amenity.

Parking occurs as a combination of surface bays in parking courts and basement or semi-basement parking under the apartment buildings. Particular design attention is given to the landscape treatment at the ground level of these buildings. This is important within the scheme to ensure that the environment is attractive and user friendly for residents, but it is also particularly important at the edges of the scheme where the interface occurs between public and private components.

The interface of this project along the Grand Canal is particularly important and the buildings have been designed to offer privacy and security to the project behind, but along the front there is an attractive and inter-active public space. This public space will lead all the way along the Grand Canal and link up with the pedestrian path around the wetland.

In front of Half Moon Bay there will be a public plaza which links across a bridge to the shopping centre, and across to the internal island within the Island Club.



Knightsbridge Residential Development

Knightsbridge is a striking residential apartment complex on an island at the northern end of the Grand Canal. This complex has fine views over the wetland as well as towards Table Mountain.

Knightsbridge will create a dramatic architectural and urban design statement at a focal point of the site. This is a knuckle where the Grand Canal, northern sector, shopping centre and wetland all meet. The significance of this site is accentuated by this building of stature.



The proposed Knightsbridge development is 15 storeys high and comprises 3 parking levels and 12 levels of apartments in a building complex which spans the Grand Canal. The buildings on either side of the canal are linked by a vehicular and pedestrian bridge as well as 5 duplex units suspended 35 metres above the water. The opening underneath these units is of such a scale that views are still possible from the canal through and beyond the building.

Communal facilities include a club lounge, gymnasium, indoor heated pool, and boutique wellness spa. The buildings will be modern in design reflecting contemporary lifestyles and complementing the urban vision for Century City. All apartments have views to the canal and Table Mountain or the wetland.

The Oasis

The Oasis is a retirement complex next to Ratanga Road, comprising five separate but related residential buildings of 8 – 10 storeys in height, a related community centre and a frail care facility. Parking is provided in double level garages next to each

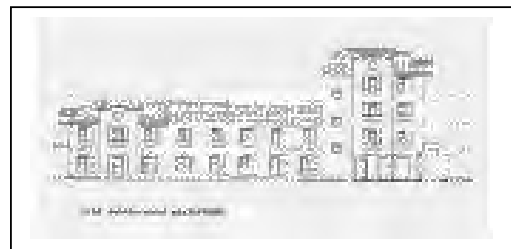
apartment block, as well as on surface bays.

The residential buildings incorporate individual retirement units, whilst those retirees needing medical care or greater assistance will be accommodated within the Health Centre. This centre provides a variety of assisted living, bedsit and frail care units. The Community Centre provides for the recreational needs of residents.

The site will be intensively landscaped, and apart from helping to lessen the impact of the busy road, landscaping will create an attractive edge for passing motorists, and will provide a park-like environment for residents within the site.



A common architectural theme will be implemented to ensure an aesthetically pleasing environment.



As with many of the developments within Century City, water plays a prominent part, and a number of water features will enhance the ambiance of the project. Pedestrian pathways will meander through the landscaped site.

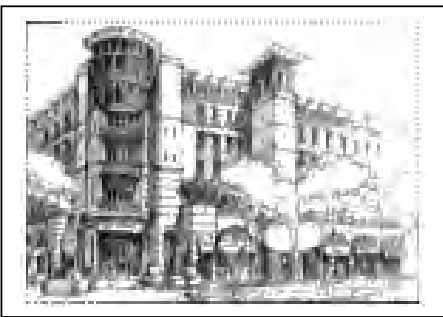
Two vehicular access points are provided for the Oasis. The main entrance is in the middle of the site and connects with the central precinct road. Pedestrians can also use this entrance to walk down to the Grand Canal and shopping centre. A secondary entrance is provided near the Health Centre.

Century Boulevard Proposal

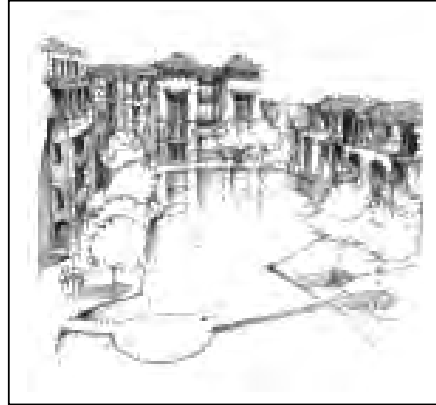
A mixed use development is proposed between Century Boulevard, the Grand Canal and the Island Club as illustrated below.



Due to the scale, form and positioning of the individual buildings, a "Piazza" type environment is planned. The form of architecture will be Neo Tuscan in style. The layout responds to the external environment, especially adjacent to Century Boulevard and the canal, with the articulation of buildings and permeable nature of the ground floor activities.



Once again, water is a fundamental element in the design, and an internal canal will extend from the Grand Canal. This internal canal and the spaces around will assist in creating an attractive ambience for residents and visitors alike.



The main vehicle entrance will be off Century Boulevard opposite Dockside, a second vehicle entrance will be off Century Boulevard, and access to a separate residential component will be from Via Rialto.

Landscaping is planned for the south eastern corner of the proposed development at the interface with the Grand Canal. This area is to be celebrated as a focal point for pedestrian activity. The interface between the Century Boulevard and the remainder of the site will be softened by the extensive use of trees.

Mixed Use Development Parcels

A number of mixed use land parcels are created in the Northern Sector, for which no specific proposals have yet been formulated.

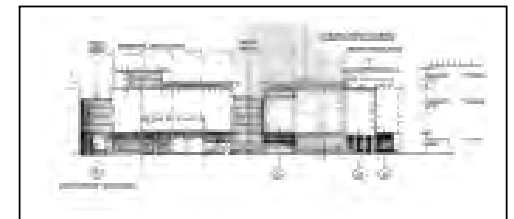
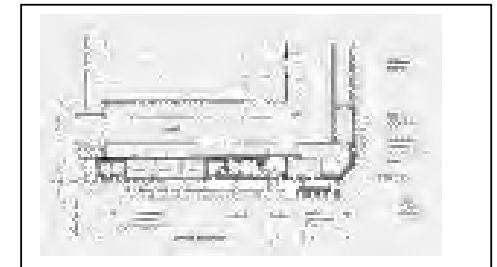
The road penetrates through the middle of this area and contains slight curves that respond to the adjacent blocks and the general curve of the canal system. Although, this road will accommodate fairly high traffic volumes, it has been designed to encourage slow speed movement, with traffic circles, four way stops and the road alignment.



A visual corridor has been created between development parcels to accentuate the feature building of Knightsbridge. Another visual corridor is provided into the Island Club.

The buildings should form active edges and support street level activities. This can be achieved by a perimeter block type of development with a functional interface to the public realm. The interface should include elements that help generate a sense of place, but can also include landscape features.

Functional interface means that people should be able to walk along a street in front of a building and experience an attractive environment including interaction between the building and street. Entrance lobbies, shops, coffee shops, offices, gateways into mid block spaces, all provide functional interfaces. Transparent surfaces, balconies and terraces provide a visual interface which means that people in the buildings and the public environment can see life and activity occurring. This helps to make a place vibrant and interesting.



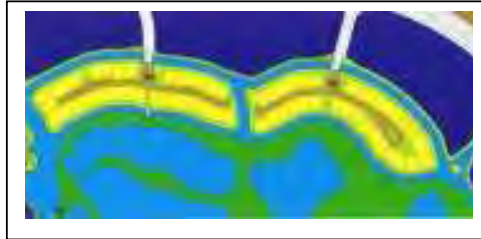
The design of public streets and squares are also important to create public spaces that can be enjoyed by residents and visitors alike. Parking structures should preferably not face directly onto the public environment because they normally present blank walls and are devoid of activity and interest.

A feature of successful urban avenues is the way that buildings interact with the street space. Buildings should preferably be placed on or close to the street boundary, to help frame the avenue, and the buildings should offer their front facades to the street, acknowledging the importance of the public realm. Activities on ground and first floor should be visually and functionally integrated with the street space.

The Island Residential Component

A high income, medium density residential component is planned next to the wetland. This will comprise a number of single residential, double storey houses on an island. The island will contain an internal road with residential erven on either side and each erf will look out over a canal. Once again water is a feature of the development, and the canals help to enhance the amenity of these properties as well as provide some security since it is not intended to fence these islands.

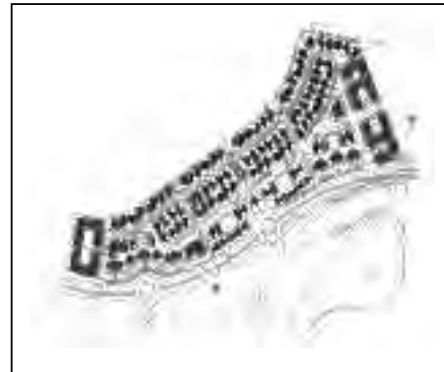
The entrances to the island is planned from the distributor road and a visual corridor through the gatehouse will help to create a sense of arrival.



Of importance is the interaction between the island and wetland. A low intensity residential project overlooking the wetland is appropriate, but access to the wetland must be controlled. General public access will not occur around the island, but will be provided on the opposite bank so that continuity of this pedestrian network around the wetland is maintained. Buildings overlooking the canals and wetland should be treated in a sensitive manner in line with the natural setting.

Bougainvillas

A medium income residential development, known as Bougainvillas, is located between Century Boulevard and Ocean Spirit Drive. This includes a combination of group housing and single residential dwelling units. As illustrated below. This residential estate will have access control through a single entrance, and careful attention has been given to the perimeter treatment alongside Century Boulevard. At the entrance, and where important roads focus on to the site, a number of focal points have been created with buildings and landscaping.



Development Parcel No 8

The remaining development parcel within the Northern Sector Precinct is the area next to Ratanga Road which currently accommodates a bus and taxi facility.

It is not anticipated that this site will be further developed for some time and consequently the development proposals are very provisional. The transport interchange will be retained and two mixed use business sites will probably be developed at either end, helping to frame the gateways into Century City.



THE ESTUARIES PRECINCT

Physical features such as Century Boulevard and Century Avenue structure the precinct into three distinct sub components. These are:

1. The crescent of land bounded by two "arms" of the Wetland canal system and Century Boulevard;
2. Land to the east of Century Avenue and Century Boulevard. This sub component has been named the Estuaries Office Park;
3. Land to the west of Century Avenue. This sub component has been named "The Oval".

Notwithstanding these sub components it is intended that the main distributor roads should not be seen as divisive features but rather as unifying elements, with development on either side of the Avenue and Boulevard complementing each other and contributing to the roads as prime addresses.

The precinct plan aims to create an urban framework which will enhance the quality of the environment, whilst optimising returns for individual developers. While the development parameters allow a degree of flexibility, they need to be respected in terms of overarching principles to ensure that the objectives of the precinct are attained. The following sections provide an overview of the three sub components of the Estuaries Precinct, and a composite of the Precinct Plan is illustrated overleaf.

The Estuaries Office Park

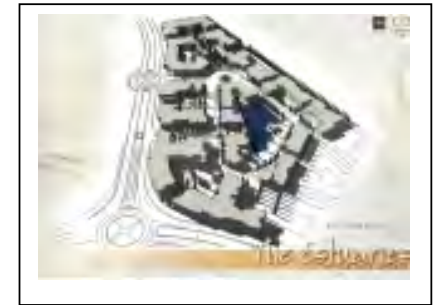
This sub component will be predominantly office related, with a small minor business component, such as restaurant or office suppliers. The intention for erf 5161 (the CMC site) has changed, so that this will no longer accommodate a single large administration facility, but instead incorporate a number of smaller office blocks, which may include public sector and private facilities

A water feature forms the heart of this development and, together with the local activity streets, help to unify this component. Buildings are located around the water feature which becomes a local focus, while the internal streets create a spine of activity through the area. These are pedestrian friendly and allow for some mixed uses.



The figures illustrate principles of the precinct plan:

- A compact, cohesive whole is created;
- The built form will result in a robust interface with Century Boulevard and Century Avenue;
- The site adjacent to Century Boulevard/Century Avenue, will contain a prominent building which will help to celebrate this intersection;
- The main entrance into the sub component, off the Century Avenue traffic circle, will result in an attractive "gateway" and will promote a sense of arrival;
- The water body will introduce a soft landscaped element as a counter point to the more dense building mass;
- An interconnected and legible built form will emerge from a number of separate structures, due to the implementation of common urban design principles.





The Oval

The Oval is intended to be predominantly office related in nature, with a minor business component.

A communal open space forms the heart of this development. It is intended as a sports field for the entire Century City project, and will be owned by the Property Owners Association. The field can be used as a soccer field, for other open air events or just for passive recreation.



The communal open space provides a green heart to the project and relief to the higher density office development around the perimeter. Grassed seating will form an enclosing feature to the field, and provide an opportunity for some directional signage.

Extensive landscaping will complement the buildings to provide the sense of enclosure to this space. On grade visitor parking which serves the offices during normal office hours will double as spectator parking after hours. Roofs of buildings should be tiled with selected materials and pitched, although a portion of the roofs may contain flat concrete elements.

The figures illustrate principles of the precinct plan:

- A compact built form will be created, surrounding a soft green heart;
- Two entrances are provided with wide roads and flanking buildings that will create a strong sense of arrival;
- The built form is informed by, and responds to Century Boulevard and Century Avenue, and helps to reinforce the boulevard effect;
- The development provides an appropriate interface with the Bosmansdam Business Park and responds to the planned extension of the canal system next to Bougain Villas



Specific Design Elements for the Oval and Estuaries Office Park

The "perimeter block" approach is an important principle of urban design in which the frontages of buildings are set close to the street creating continuity of streetscape and helping to define public, semi-public and private spaces. Design elements such as building heights, focal points and build-to lines create an attractive and integrated development.

The use of balconies, canopies and colonnades are encouraged to create an interesting and varied streetscape. On street parking has been provided in many cases to support street life and to activate the public realm. Traffic calming measures are placed throughout the precinct to ensure it is pedestrian friendly.

The design elements help to enhance legibility, identity and orientation within the precinct. They also give developers the opportunity to differentiate buildings. Variations in the height of buildings are encouraged.

Provisional building heights are illustrated. Further vertical modulation is encouraged by means of patios on ground, first and second floor levels, as well as roof terraces and other forms of junctions between façade and roof.

Axial focal points, gateways and significant corners will further enhance the building.



Focal points are created to enhance legibility and assist orientation within the precinct. These are of various types, such as gateway features, significant corners or axial views into the scheme or along local vistas.

Significant focal points within the Oval and Office Park are illustrated. Architectural design of individual buildings should respond to these focal points.



Build-to lines are recommended to promote a vibrant street character and visual continuity of the street facade. Most of a building's façade should lie along a build-to line, but localised setbacks and encroachments are encouraged to add diversity.

Architectural Guidelines for the Oval and Estuaries Office Park

Developers are permitted a wide range of architectural styles within this precinct subject to certain parameters and guidelines. The focus is on creating an overall group form where the buildings work together to create a synergy rather than competing with each other. Certain sites are required to make significant architectural responses by virtue of their position as described above. The buildings should be classical in architectural language with the conscious expression of a base, plinth, a well ordered proportioning system, and vertical window penetrations. Materials should

be solid, warm earthy materials including sandstone, granite, marble, slate, ceramic and clay products. Selected face brick may be used. Plaster is encouraged but paintwork should be limited to earthy natural tones

The Crescent Segment

This segment includes an office development known as Waterview Park and a new regional headquarters for Liberty Life, known as "Liberty Centre". A small strip remains between Waterview Park and the

Boulevard, and this remaining land is intended to be developed in two sites for offices.



Of particular importance is a 10m wide pedestrian link between the Waterview Park and Liberty Centre, to permit connections from Century Boulevard and the wetland. Care must be taken with the pedestrian walkway abutting the wetland and canal system to ensure that quality and continuity of this pedestrian system is protected.

CHAPTER 7

LANDSCAPE PRINCIPLES

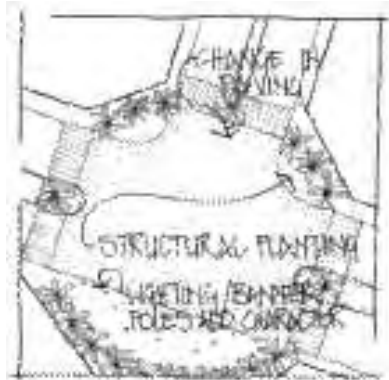
LANDSCAPE CHARACTER AND DESIGN GUIDELINES

In order to maintain continuity in the overall landscape character, developers are required to design and implement appropriate landscapes around their buildings in accordance with these design guidelines.

STRUCTURAL PRINCIPLES

Gateway Squares

Defining the importance of the entry node into the site can be enhanced by vertical elements that accentuate the space created by the urban form.



This can be done:

- By utilising large trees or palm trees to soften the vertical element of the space. Bringing the scale down for pedestrian purposes.
- By utilising lighting, banner poles and other structural elements to add character to the urban form.

- By a change in surface material from asphalt to paving material such as clay brick, concrete paver, cobbles etc at the intersections. The change in surface material will also integrate the vehicular aspect of the space with a pedestrian scale of detail.

Boulevard & Linkages

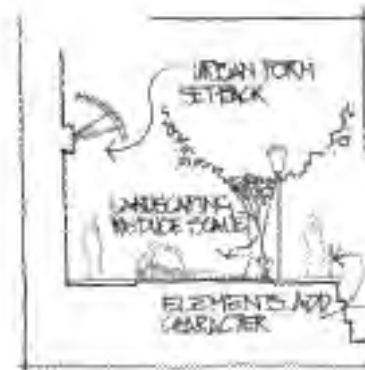
The boulevard and linkages are predominantly orientated to vehicular movement. The urban form needs to create an enclosed urban streetscape, that relates to the pedestrian scale and detail.

This can be done as follows.

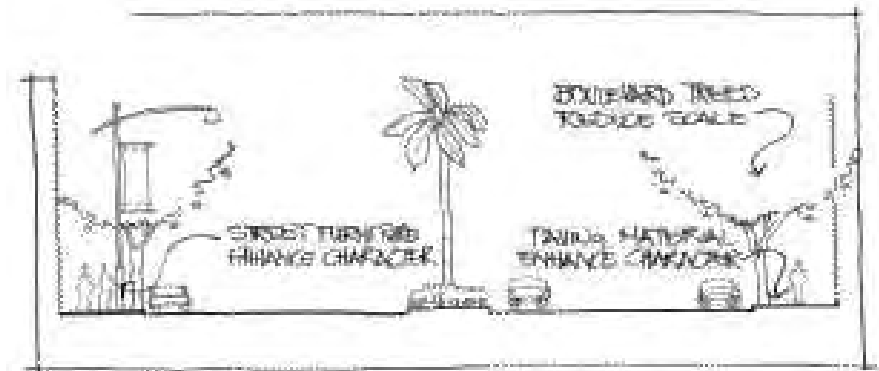
- Utilising street trees with spreading canopies should reduce the boulevard/ linkages scale. The trees will integrate the wide vehicular surface with the urban form on a pedestrian scale.
- A landscape median in the boulevard will also soften the road area and at the same time place the boulevard at a higher order within the linkage system.
- Detail at the pedestrian scale will enhance the urban experience. Detail such as paving material and patterns, lighting poles, banner poles and urban furniture will contribute to the character of the urban form.

Wetland Interface

The wetland and channels are the major value contributor to Century City. The interface between the built form and this value contributor is crucial.



- A pedestrian scale is important at the interface.
- Pedestrians should be able to walk alongside the channel and wetland. A broad walk along the channel and wetland in appropriate paving surface is therefore necessary.
- The urban form, if possible, should be set back from the channel and wetland. Soft landscaping in the open space between the built form and the channel is preferred.

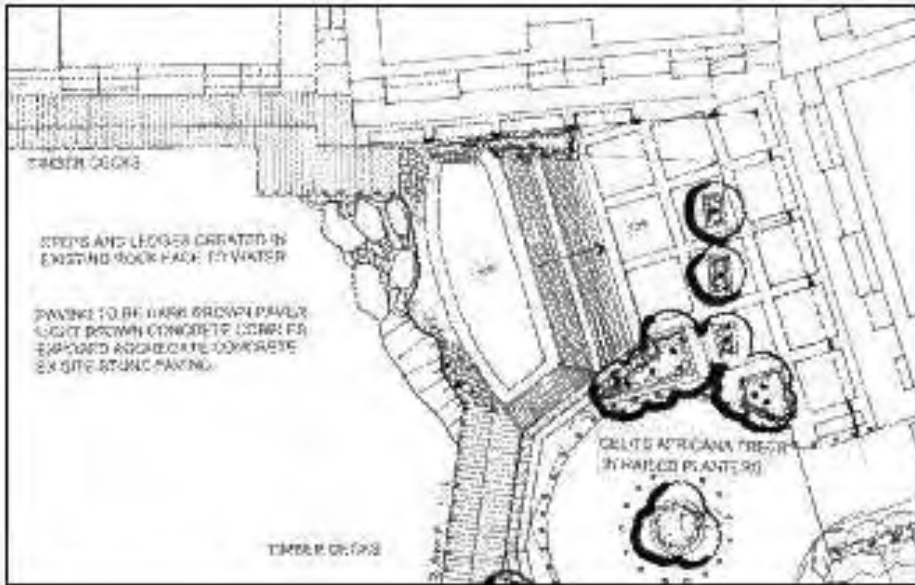


- Pedestrian scale can be maintained with trees and palms and appropriate landscape elements such as park furniture, bollard lighting etc.

Internal Open Space

Private open space should be a combination of hard landscaping and soft landscaping.

- Hard landscaping will predominately occur where the built form faces onto public roads and where internal vehicular and parking areas occur.
- Soft landscaping will occur as an internal 'park' at the rear or along side the built form, or between the built form and the channel and wetland.
- Soft landscaping should also be used to soften the built form and especially along the foot of the building.
- Soft landscaping should never be less than 40% of the open space allocated.



Structured landscaping

The setting for the Century City is urban, and a structured landscape response to this urban setting is appropriate.

- The soft and hard landscaping should in general stress structured form over informal form.
- Along the channel and wetland the structured form could flow into an informal form as a response to the natural setting.
- Landscape elements such as furniture, bollards and pergolas etc. could enhance the landscape structure.
- It is recommended that urban sculpture forms part of the hard landscaping.

DETAIL PRINCIPLES

Irrigation

- A fully automatic irrigation system must be installed to irrigate all landscape areas in the public road reserve and internally.
- All irrigation must be connected to Century City's irrigation water system.
- On completion of the landscaping, all landscaped areas are to be mulched (e.g. bark gravel, compost etc.) to reduce water demand.
- Plant species with similar water requirements should be grouped together.

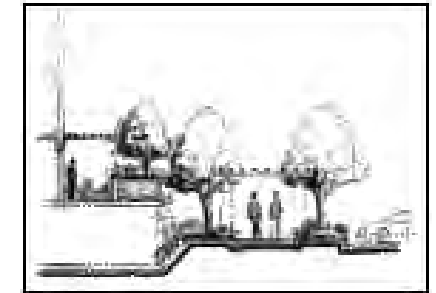
Landscape Maintenance

- All landscape areas are to be maintained to acceptable horticultural industry standards.
- All hard landscaping elements to be maintained to an acceptable standard that complements the overall standard of Century City, as set by the Property Owners Association.
- All landscape areas, which in the opinion of the Property Owners Association are poorly maintained, are to be reinstated to a suitable standard, to the total cost of the Owner of the property.
- All landscape areas, which in the opinion of the Property Owners Association require additional irrigation shall be irrigated in order to maintain an overall standard of landscape quality.
- The use of organic fertilisers should be given preference over inorganic fertilisers. Over-fertilisation is to be avoided to prevent leaching into the water system and wetland.
- Under-utilised areas, set aside for future expansion, are to be planted and maintained in a groomed, weed-free and litter-free condition.
- No landscape refuse may be dumped, stockpiled or be allowed to enter into the wetlands, but is to be removed from site.
- Landscapes must be maintained for a minimum of twelve months after final completion of the of the landscape contract.

Invasive Alien Control

- Alien invader species are to be removed from all landscape areas.
- The invader species must be removed at the sapling stage to ensure that the whole plant is removed.

Boundary Treatment



- No vibracrete walls are allowed.
- Entrance feature walls. Access points into the development may be demarcated with the use of feature walls. The walls are to be positioned on the property and may not encroach into the road reserve.
- All boundary treatment should be compatible with the architecture in material and colour.

Refuse yards and services

- Refuse yards and collection points are to be screened from public view.
- Where a structure is used to house the Refuse Yards/Collection Point, then the structure must be screened with soft landscaping.

Services

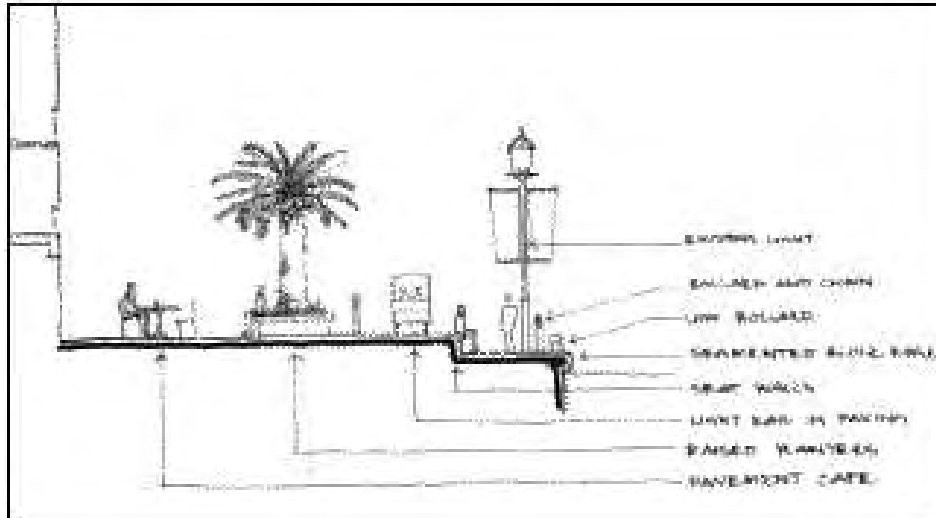
- Trees may not be planted over underground services.

Genetic Integrity

- Plant species utilised must comply with the Property Owners Associations list of genetically approved species.
- Genetically correct species are available at the Property Owners Association's Nursery.

- Bollard lighting along all pedestrian walkways, squares and building entrances.
- Bollard luminaire must have louvers and may not be installed higher than 1000mm
- Pole top luminaire must be hooded and could have louvers to reduce light pollution.
- No erection of high intensity lights along the wetland edges (which may affect bird life).

Lighting in landscape areas



- Floodlights may be used to discreetly light entrance features and service yards without causing light pollution.
- The material and colour of light fixtures to be compatible with the architecture and park furniture.

Park/Urban Furniture

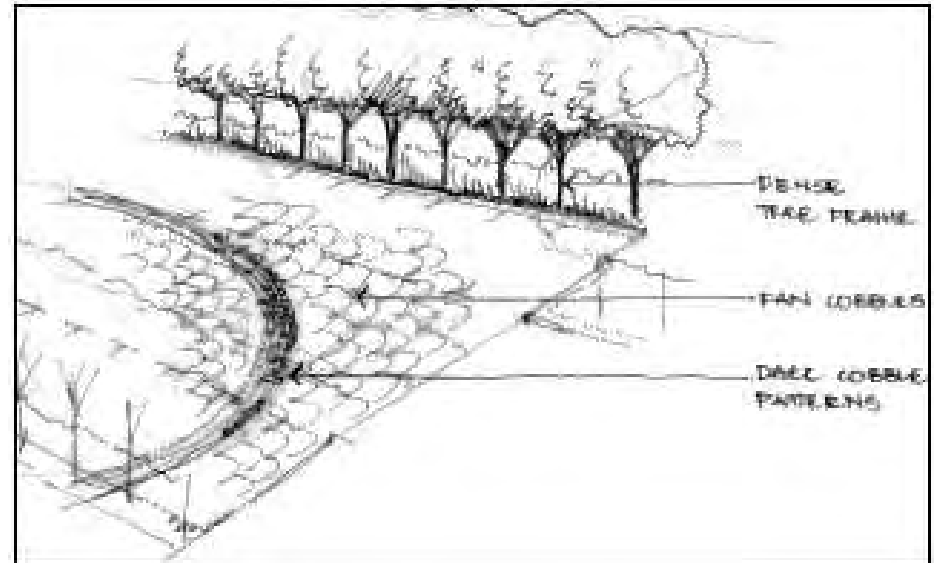
- Should the developer provide park/urban furniture, the elements should be compatible in material and colour to the architecture.

Paving

- Walkways connecting the building and entrances with the spinal/ring road walkway to be constructed by the developers.

Parking Areas

- A minimum of one tree per three parking bays is to be provided.
- Where more than one aisle of parking is required, a landscaped median is to be allocated.



- Asphalt surfacing is not recommended for internal vehicular reticulation or parking areas.
- Clay bricks, concrete pavers, cobbles and laterite may be used for internal walkways, vehicular reticulation and parking areas as specified by a civil engineer.
- Mountable kerbs and/or brick edging to be used in the vehicular and parking surfaces.
- Walkways to be retained by concrete kerbing or brick (clay or concrete) edge detail.
- After every sixth parking bay, one parking bay should be landscaped, to break up the visual impact of large parking areas.
- Parking areas to be screened from the spinal/ring road by both buildings and planting.



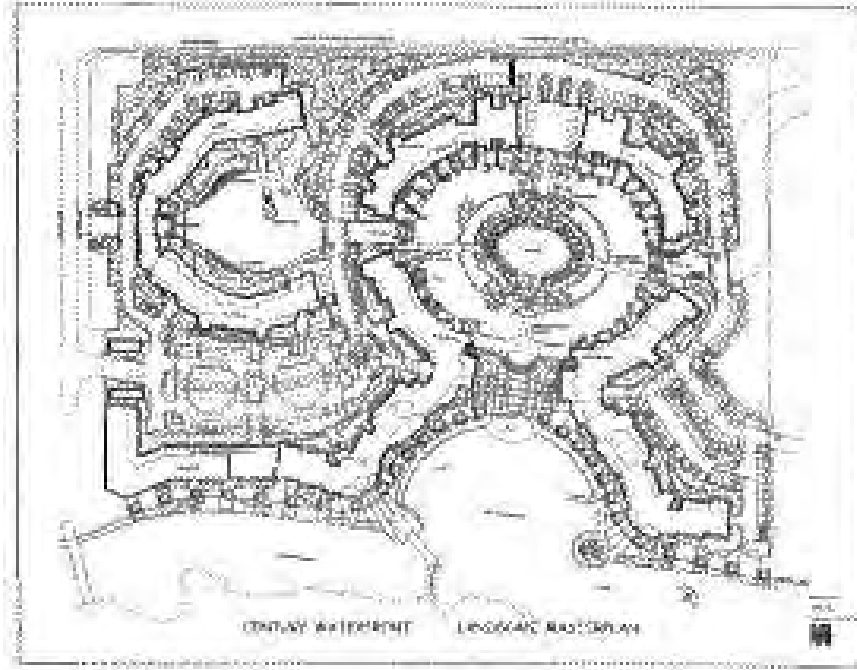
- All staff parking to be located at the side and rear of the building, unless the property has water frontage. Visitors bays may be provided at the front of the building.
- Parking to be provided to the side of the building with water frontage.
- Innovative shade structures to be compatible with the architecture and park furniture in material and colour.

LANDSCAPE DEVELOPMENT PLAN

Plan Requirements

A 'Landscape Development Plan' (LDP) as part of the Site Development Plan (SDP) process is required for each development. A registered Landscape Architect should prepare the LDP and must show the following:

- The plan is required to be at a scale of 1:100 or 1:200 with standard plan notations such as a north arrow, name of client, name of project, date, and cadastral information.



- All Private Open Space.
- All earth-shaping, levels and retaining structures.
- All planting areas.
- All planting material must be noted on the plan, the species; the number of plants, the plant spacing and size of planting material.
- All hard landscaping area. Details of hard landscaping must include all paving, benches, bins, signage, waterfeatures, pumps, fencing/walls and other artefacts etc.
- A comprehensive irrigation layout.
- All services that may crisscross the private open space.
- Utility areas and their screening must be shown.

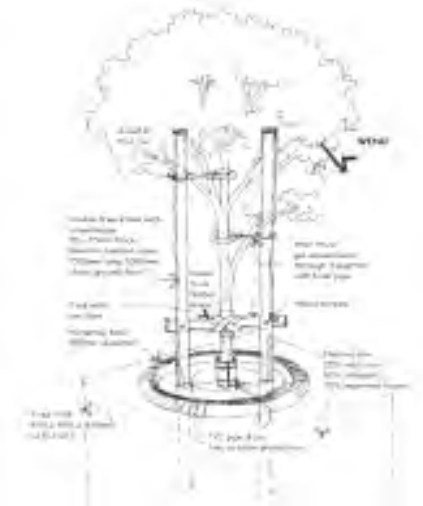
Restrictions

- It is not permitted for a Developer to remove or damage existing trees, soft landscaping or hard landscaping on private or public open space.
- No Kikuyu grass (*Pennisetum clandestinum*) may be established in the private open space, to prevent the invasion of the wetland.
- No invasive alien plants, trees, shrubs, groundcovers and grasses as declared in legislation are permitted to be established in the landscape areas.
- No temporary structures are permitted within the landscape areas.

LANDSCAPE SPECIFICATIONS

Trees Staking Detail

- All trees must be double staked with a cross brace to stabilise the stakes.
- Additionally, trees located in hard landscaping areas must also be protected with a Tree Guard.



Plant sizes

- All bag sizes refers to the Nurseryman Associations of South Africa Standardised Specifications.
- All trees and palms must be 50kg or larger.
- Shrubs and groundcovers can range various size e.g. plantlets, 4kg, 10kg etc.

Proposed Plantlist

A list of approved plants has been compiled in a list that is obtainable from the Century City Property Owners Association. The latest list is dated August 2005.

LIGHTING POLICY

Exterior lighting is required for visibility and safety at night, but lighting must also help to promote the vision of Century City as an area where people will live, work and play. Apart from helping people find their way around at night, lighting can identify major elements so that people can recognize familiar features of the daytime scene. However different levels and types of lighting are appropriate at different locations.

Lighting within an urban context has four distinct functions:

1. Illumination of roads. The illumination of roads, junctions and parking areas helps to ensure safer use by vehicles and pedestrians. This lighting is usually pole mounted and national standards exist governing specifications.
2. Security Lighting. The illumination of open spaces helps to enhance the personal security of pedestrians, prevent dark corners and improve visibility, and so deter crime. This lighting is usually pole mounted.
3. Signage Illumination. This is used to light up signage, road names and information to make these legible at night. This lighting usually consists of built-in light fittings or up-lighters.

4. Lighting effects. Lighting may be used in such a manner as to enhance the appearance and impact of individual buildings or civic spaces. Lighting may vary from up-lighting of mature trees, flood lighting of buildings, arrangements of street lights, fairy lights and decorative sensual panels that come in many forms and colours.

Along streets and major pedestrian corridors a good level of lighting is necessary. On local roads and internal walkways a more ambient form of lighting provides a softer more attractive effect. Individual buildings should have door or post lamps to highlight entrances. Shrubs and trees can be lit up with good results. Lights can convey a sense of warmth and activity, but should not be too overpowering, and should not detract from the general amenity by being too dominant or compete with lights from other buildings. Floodlighting of empty buildings for "effect" should be avoided because such lighting often emphasizes the absence of people. Unless they are symbolic landmarks, buildings should preferably be lit from inside and outdoor lights should focus on where people are gathering or need to see.

In general civic lighting can have a beneficial effect on the cityscape, its safety and attractiveness. Care must be taken to avoid light pollution of the night sky and address issues of energy sustainability. Individual fittings should be engineered so as not to spill light

unnecessarily by using pan tops, louvres and shields. Low energy compact florescent bulbs help to increase energy efficiency in many cases.

Lighting is a fundamental physical and psychological part of city life and its use should be considered in terms of integrated design and performance parameters according to different urban spaces. The pattern of exterior lighting will have a major effect on the night landscape and must be considered in the design of buildings and landscape areas. Information may be required to illustrate the impact of such lighting as part of the design review process. It must be recognized that darkness is a necessary contrast for the play of light on the night time landscape and overwhelming lighting effects can detract from the liveability of the area.

CHAPTER 8

OUTDOOR ADVERTISING AND SIGNAGE

SIGNAGE

As a mixed use development, Century City needs to accommodate signage that imparts a sense of quality and vibrancy, without detracting from the amenity of the environment. For this reason signage is subject to approval by the Design Review Committee, and must comply with the policy laid down for signage.

Signage should provide easily comprehensible orientation and information. Signs are visual aids that provide a person with information about the local area and how to use it. Such visual information should be aesthetically pleasing and effective as communication. Systematic signage is important to ensure validity of the signage hierarchy over time.

Commercial advertising is an inevitable component of urban signage. It is part of a free enterprise society that promotes competition and choice. Commercial advertising can produce an environment that is lively, colourful and stimulating if carefully managed. But if pursued recklessly such signage can often compete with, and detract from, the quality of the urban environment.

The impact on urban quality and character is the reason why commercial advertising is regulated at Century City. The task of regulation is essentially an aesthetic

one, in which the extent, character, size and position of a commercial sign is measured against the loss of amenity or environmental quality.

Aims of the signage policy are to:

- a) facilitate direction finding, maintain clear communication and promote orientation in the public realm;
- b) impart a sense of vibrancy and interest about the project;
- c) contribute to the quality of the project through the style, image and visual consistency of the signs;
- d) regulate commercial advertising to promote environmental quality and urban character;
- e) prevent a proliferation of jarring/clashing/loud signs and lights which create visual conflict and detract from the urban and natural environment.

Private Realm Signage

All externally located building or site signage must be submitted to the POA and Design Review Committee for approval. For designers pursuing a conventional approach, there are a few simple rules, which are

obtainable from the Century City Property Owners' Association. These include:

- recognition of the hierarchy of signage,
- limits on the number and size of signs,
- relationship of the sign to the architectural form of the building,
- policy regarding naming rights,
- requirements for development and contractor's boards.

Designers who are interested in innovative solutions to signage may submit proposals which must be supported by motivation drawings and photographs indicating the design of the sign. This must

include an explanation of the context in terms of signage precedent and locality, and demonstrate the communication aim, aesthetic merit and technical detail of the proposal.

Public Realm Signage

Signage in the public realm is organized by locality and position in the urban hierarchy which establishes precedence among signs.

This hierarchy comprises:

- Century City as a whole,
- Precincts and zones
- Blocks and streets
- Complexes of buildings
- Buildings
- Temporary signs.



CHAPTER 9

CIVIL ENGINEERING PRINCIPLES

CIVIL ENGINEERING PRINCIPLES

Engineering services at Century City are a combination of privately owned facilities operated by the Century City Property Owner's Association (CCPOA), and municipal facilities operated by the City of Cape Town. As a general rule, specific and local ownership of services need to be confirmed with the CCPOA. A brief explanation follows.

Roads

The external roads leading to Century City are owned by the Municipality or Province and maintained according to their standards. Century Boulevard has been constructed by the principal developer of Century City, on land owned by the Municipality, but has the status of a private road. This allows the Property Owners' Association to exercise management control over the boulevard.

Other roads within the project are generally private, being owned and maintained by the Property Owner's Association. The quality of maintenance remains of a high standard, but more flexibility is possible with carriageway and sidewalk specifications.

Parking

All developments within Century City require on-site parking according to agreed standards. However it is envisaged that in the future there will be clustered parking garages to provide off site parking in selected areas of the project. Parking standards include:
Offices: 4 bays per 100m² GLA
Retail: 6 bays per 100m² GLA
Residential: 2 bays per unit.

Public Transport

Normal public transport services (buses & taxis) currently operate to and from Century City. These will be expanded on a phased basis, as demand increases over time. At present, there are regular bus and taxi services to a public transport interchange located in the northern part of the site and which is accessed off Ratanga Road.

Internal public transport services (shuttle buses) operated by Century City Ltd. run along the completed section of the internal Ring Road (Century Boulevard) between this facility, Canal Walk shopping centre and Bosmandam Road (pick up point at existing Shell garage). In the future, these services will make use of the completed Ring Road system to serve all other developments within Century City.

A new transport interchange is proposed at the future Summer Greens station site on the Atlantis railway line. This facility would serve as an interim bus & taxi interchange prior to the upgrading of the Atlantis line to a passenger rail service, and would form an important interchange point for the internal shuttle services.

Planning for a new station and transport interchange on the existing Monte Vista railway line (Windermere station) has commenced. Passengers will access Century City via a planned overhead pedestrian bridge across the N1 freeway.

An additional station site on the existing harbour line was proposed as part of the original planning for Century City. This proposal may be pursued at some stage in the future in order to provide a service between Century City and Cape Town CBD and the V&A Waterfront.

The Water System

An important design feature in Century City is the water system comprising the central wetland and a series of canals. Water comes from a number of sources, including natural groundwater and recycled water from the Potsdam treatment works. An innovative system of water

purification has been established to ensure that the recycled water is maintained to an acceptable quality. This includes a combination of engineered and ecological treatment by passing water through filtration processes in the wetland. The wetland does not therefore only function as a visual and environmental asset, but is vital to the healthy operation of the water systems at Century City. It is essential that rubble and debris are not deposited into the canal systems to maintain water quality.

Stormwater Management

The wetland and canals are designed to accommodate normal and surplus stormwater during major flood events. However it is important to minimize pollution into these systems. For this reason a "low flow" and a "high flow" stormwater system has been designed, and needs to be respected by developers.

In order to the maintain high water quality in the wetland system, a low- flow system has been implemented. The purpose of the "low flow system" is to capture the highly polluted runoff from storms of low intensity. This

runoff bypasses the canal and wetland system and enters the stormwater detention pond west of Ratanga Road, from where it discharges via the Wingfield culvert to the sea.

In particular, the "low flow system" is designed to accommodate the highly polluted first runoff from Summer Greens. Other than Summer Greens, some developments that contain large open parking areas have been allowed discharge into the low flow system.

The northern part of Century City has no access to the low flow system, due to limiting grades.

Sewerage

Sewage is collected at the individual property boundaries, into a system of municipal pipes, and is pumped to the outfall sewer in Montague Drive. From there it is taken to the Potsdam Wastewater Works for treatment.

Potable Water Supply

Potable water is supplied by the Municipality from a network fed by trunk mains in Bosmansdam Road and Ratanga Road.

The main water supply trunk main is in Sable Road. Bosmansdam Road and Ratanga Road also have trunk mains.

Irrigation Water

Irrigation water is reticulated around the site by the Property Owner's Association and makes use of recycled water.

Treated effluent is pumped from Potsdam Sewerage Treatment Works for use at Century City in a dedicated pipeline. This water is distributed by the Property Owners' Association for irrigation purposes inside Century City.

Electricity Supply

Electricity is supplied from the Montague Gardens electricity substation and fed to a substation within the site, from where it is reticulated to individual land parcels. All electrical cables are owned by the Municipality and must be installed according to their specifications.

Servitudes

To facilitate access to and maintenance of municipal services, it is common practice to register a general services servitude over the private roads in favour of the Municipality.

CHAPTER 10

DEVELOPMENT CONTROL AND DESIGN REVIEW PROCESS

DEVELOPMENT CONTROL PROCESS AT CENTURY CITY: EXECUTIVE SUMMARY

THE PACKAGE OF PLANS

Development control at Century City is based on a system known as the “package of plans” process, and a legal mechanism called a “deemed substitution scheme.”

The parent erf for Century City, Remainder Erf 1609 Montague Gardens, has been zoned to “Subdivisional Area” subject to conditions. These conditions include compliance with an approved development framework and specified bulk limitations for the entire site. There is effectively a basket of rights that can be utilised for Century City.

The package of plans process enables individual land units to be created at different stages, with site specific bulk and use rights attached to each land unit as required.

The package of plans process recognises that the project is planned and constructed in different stages, and the approval process also occurs in stages. The package of plans comprises the following:

Development Framework

This is a planning framework which depicts general planning principles, distribution of land uses, access requirements and overall bulk limitations for the site as a whole.

Precinct Plans

These plans apply to local areas within the development framework, and illustrate in more detail the planning and urban design principles that will be promoted for each precinct. While the precinct planning must be consistent with the development framework, the process allows for a degree of flexibility so that later planning and development can respond to shifts in market forces. Precinct plans are generally prepared by Century City Limited and require approval by the Municipality.

Subdivision Plans

These are processed in terms of the Land Use Planning Ordinance and determine the exact boundaries of individual land units. It is necessary to obtain an approved subdivision plan before the Surveyor General will process the SG Diagram and for the Deeds Office to register or transfer the land unit.

The subdivision plan should be generally consistent with the approved precinct plan. Included in the conditions of subdivision are conditions of zoning and development control. Once transfer of the land unit is registered these conditions confer zoning rights to the land unit through a mechanism known as a “deemed substitution scheme”.

Site Development Plan

A condition of development at Century City is the requirement for a developer to submit a site development plan to both the Property Owners’ Association and the Municipality for approval.

The site development plan stipulates more detailed design and development parameters for the property concerned, within the limitations established by the precinct plan and subdivision approval. It includes details relating to architectural form, landscaping and the layout of the site.

The site development plan may be approved at the same time as a subdivision plan, or at a later stage. However final building plan approval will not occur without an approved site development plan.

Building Plan

The final step in the process is the building plan application submitted to the Municipality in terms of the National Building Regulations and Building Standards Act.

Design Review Committee

Both site development plan and building plan must be submitted to the Design Review Committee established by the Century City Property Owner’s Association. These plans must be approved by that Committee, before being submitted to the Municipality.

Evaluation of these submissions will be done in terms of the urban design framework and the relevant precinct plan.

Property Owners Association

Every owner of property in Century City must be a member of the Century City Property Owner’s Association. This is an association incorporated under Section 21 of the Companies Act with responsibility to look after common interest and common property within Century City. The “Memorandum of Association” and “Articles of Association” are two documents that describe the powers of the Association and its rules of operation. These documents can be viewed and downloaded at www.centurycity.co.za. These powers include the management of architectural design to ensure an attractive, aesthetically pleasing and co-ordinated project. It exercises this function with advice from a Design Review Committee.

SITE DEVELOPMENT PLAN REQUIREMENTS

Contents of a Site Development Plan

A site development plan means a plan which shows details of the proposed development including:

- 1) The position and extent of buildings in relation to property boundaries;
- 2) The layout of the site indicating the use of buildings and open areas;
- 3) Sketch plans and elevations of proposed structures including information about their external appearance;
- 4) The alignment and general specifications for access roads, parking and pedestrian footpaths;
- 5) The position and extent of private, and communal open space;
- 6) Typical details of boundary treatment around the property;
- 7) General provision for services including sewerage water supply, stormwater, refuse, electricity;
- 8) External signage proposals;
- 9) Landscaping proposals including hard and soft landscape features;
- 10) The proposed development in relation to existing and future ground levels;
- 11) The phasing of the development;
- 12) Statistical information about the proposed development, (floor area parking supply, height);
- 13) Any other information considered necessary by the Design Review Committee.

Submission of a Site Development Plan

Site development plans should be submitted to the Property Owners' Association (POA) in the following format for consideration by the Design Review Committee (DRC):

- Line drawings on paper to a standard scale, preferably 1:250, together with any colour illustrations (for detailed evaluation).
- One set of the above drawings at A3 size (for distribution to DRC members).
- The required scrutiny fee, which is currently R1 per bulk m².
- The site development plan may consist of a series of plans, but must include the information listed in the definition opposite.
- Submissions must be made at least three days before a meeting of the DRC.

The developer and his professional team may be given an opportunity to explain the proposals to the DRC, and will receive feedback in writing. It is advisable to motivate the proposals in relation to the urban design framework and the relevant precinct plan.

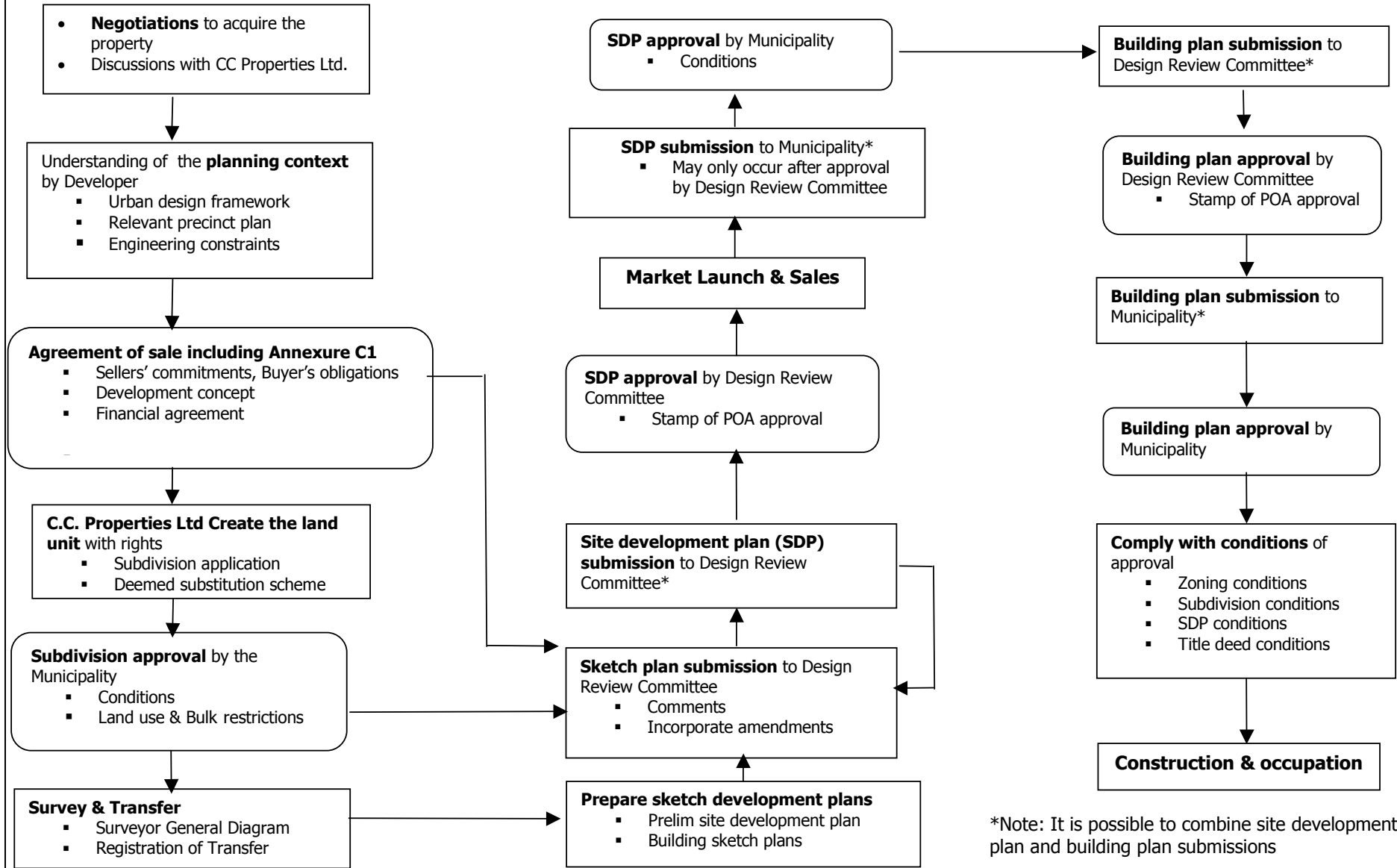
Once the DRC has approved the submission, two sets of approved plans will be signed. One set is retained by the POA and one set can be submitted by the Developer to the Council. The Developer will be required to submit the approved plan in a digital format for incorporation into the Century City GIS database.

Typical Example of a Site Development Plan



PROCEDURE FOR LAND ACQUISITION AND DESIGN REVIEW

The procedure for design review and plan approval can be streamlined if the submission requirements are met. The following is an overview of the process. The curved boxes represent key decision points.



*Note: It is possible to combine site development plan and building plan submissions

DESIGN REVIEW PROCESS

The review of plans by the Design Review Committee (DRC) is an important part of implementing and monitoring the urban design framework.

Objectives of the design review process are to:

- Encourage compliance with the urban design framework,
- Provide clear guidelines to developers and their designers,
- Provide a structured basis for decisions,
- Eliminate subjectivity and bias,
- Make the submission procedure user-friendly and simple, with minimal administrative procedures,

The diagram opposite summarises the process of submitting an application to the Design Review Committee.

ANNEXURE C1

Once a prospective developer at Century City has agreed in principle with Century City Ltd. about the purchase of land, the necessary legal documentation will be drawn up. This will include an "Offer to Purchase" which in turn makes reference to a series of annexures. One of these, normally referred to as Annexure C1, contain details about infrastructure and construction obligations to be fulfilled by the seller (Century City

Properties Property Developments (Pty) Ltd.), and the purchaser.

Typically Annexure C1 deals with access to the site, services, precinct requirements and site development parameters. It is important to study the content of Annexure C1 and develop in accordance with its requirements.

CHAPTER 11
CONCLUSION

CONCLUSION

This urban design framework has important implications for Century City. It establishes a philosophy and set of principles for the development of land, design of buildings and establishment of public spaces.

The framework also confirms a process of design review whereby proposals are scrutinized by a Design Review Committee appointed by the Property Owners' Association.

Policies emphasize the "Public Realm" at Century City, and incorporate public structuring elements. These include urban gateways, the primary vehicular movement system along Century Boulevard and Century Avenue, the open space system and canals, internal precinct streets and squares, and focal points. The public realm at Century City is privately owned and can therefore be managed and controlled efficiently, to exhibit a sense of cohesiveness and interconnectivity. The policies also provide a framework within which individual developments can occur, so that investors can unlock the potential of their land without compromising the greater good of the project.

A key element which distinguishes Century City is the "intelligent city" infrastructure. Century City has been specifically designed to enable efficient and convenient access to the digital world so that businesses can communicate easily and efficiently in various digital forms such as telephone, fax and internet.

Developers at Century City must comply with this framework and meet the requirements of the Design Review Committee. This need not be an onerous obligation because the urban design framework is intended to be development friendly and the Review Committee is committed to a speedy and supportive response to development initiatives.

However there is an obligation on the part of developers, Century City and the Property Owners' Association to respect the urban design framework. In the final analysis, the success of the framework depends on the resolve by all parties to implement the principles contained therein.

MORE INFORMATION

For more information about Century City, you may contact the following:

Developer

Century City Development Company (Pty) Ltd

No 1 Waterford Place
Century City 7441

P.O. Box 0002 Century City
7446
South Africa

Telephone: 021-550 7000
Fax: 021 550 7021
International: ++27-21-550 7000
Web site www.centurycity.co.za

Property Owners' Association & Chairman of the Design Review Committee

P.O. Box 004
Century City 7446
Telephone: 021-552 6889
Fax: 021-555 2986