

THREE ANCHOR BAY : DEVELOPMENT OF ERF 2187

210C 2022/2023

URBAN DESIGN REPORT

Phase 2: Development Concept

DRAFT v4
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ISIXEKO SASEKAPA
STAD KAAPSTAD

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background

BACKGROUND INTRODUCTION

1. INTRODUCTION

The City of Cape Town's Property Development Department has appointed a professional team under Tender 210C/2022/23 to undertake the Three Anchor Bay Redevelopment Project. This project builds on an earlier Conceptual Development Framework completed in 2017 by the City's Property Management Department, which was prepared under different market conditions and with a separate consultant team. The current project aims to revisit and update the initial concept to ensure it remains relevant and responsive to present-day conditions.

In June 2024, the revised project scope was presented to the Consolidated Land Pipeline Immovable Property Asset Plenary (IPAP), where it received formal endorsement to proceed with detailed investigations. These studies, now being carried forward under the current appointment, will inform the statutory processes required to enable the site's development.

2. MANDATE

The City of Cape Town has appointed a multi-disciplinary professional team including town planners, environmental and heritage practitioners, urban designers, economists, landscape architects, and civil and transport engineers to undertake a series of specialised studies. These studies will support the statutory Land Use Management applications required to obtain the appropriate development rights for the site. The process is being managed under the oversight of the City's Property Development Department.

A key component of the process is the development of an integrated urban design concept, which will form the basis for subsequent statutory submissions to enable the mixed-use development of the site. The urban design work has been structured into the following stages:

3. SCOPE OF THIS REPORT

This Draft Urban Design Report consolidates the findings of the status quo analysis and contextual framework into a refined urban design concept. Prepared during Phase 2 of the project. The report also incorporates input from City branches, stakeholder engagements, the professional team and the client. Its purpose is to present the consolidated draft urban design concept, outlining the design intent and rationale for key design decisions.

This Urban Design Report will also inform the subsequent Urban Design Guidelines and Development Requirements Report, which will be prepared to support the land use management process and town planning application. The report will establish urban design principles and guidelines, development requirements and parameters, additional design and land release guidelines, and illustrative test diagrams.

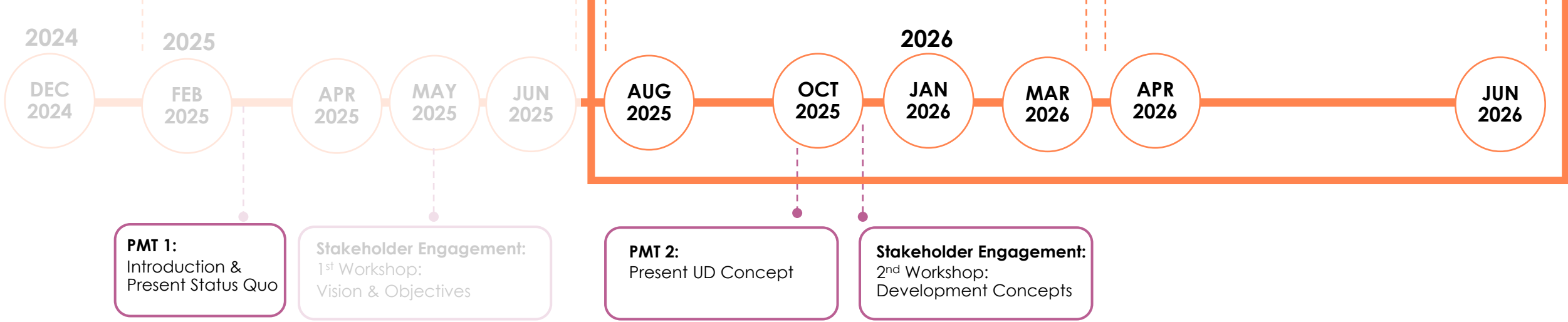
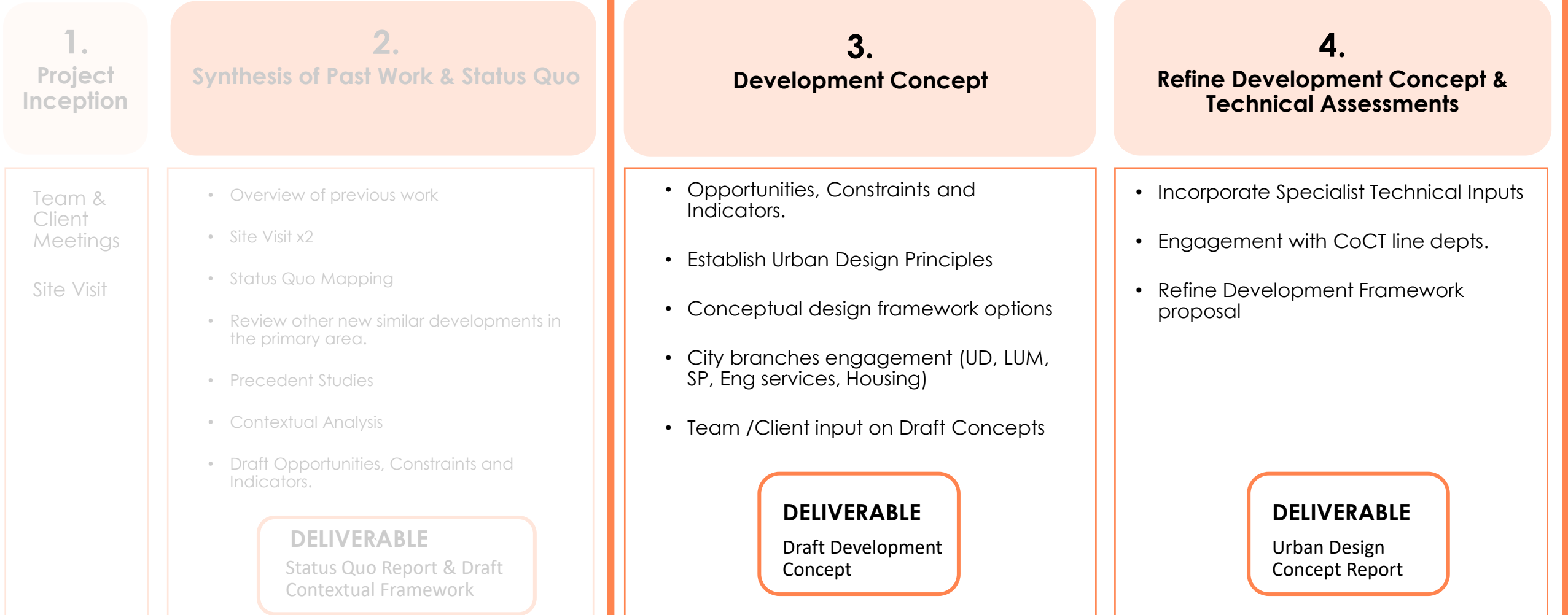
4. STRUCTURE OF THIS REPORT

The report is structured to guide the reader through a comprehensive urban design process, beginning with the project background, mandate, and scope. It then outlines the methodology, including site investigations, policy review, and contextual analysis, highlighting surrounding developments, retail patterns, and opportunities and constraints. The report progresses to define urban design principles and design strategies, covering mobility, green and public space networks, and mixed-use development principles. 3D massing studies, building heights, transitions, and precinct-specific interventions such as retail squares and civic nodes are presented.

5. URBAN DESIGN PROCESS

Phase 1: Development Parameters & Feasibility

Phase 2: Development Concept



BACKGROUND

1.6 THE SITE

PROJECT LOCATION – MACRO SCALE

The proposed site lies approximately 1 km from the Central Business District (CBD) and falls within the boundary of the **Central City Development Strategy (CCDS)**.

Identified as Erf 2187 Green Point also known as the Three Anchor Bay site the location is positioned west of the central city along the Atlantic Seaboard, within the **Table Bay Planning District**. According to the City of Cape Town's Integrated Zoning Scheme (2013), the site is currently **zoned as Public Open Space (OS2)**.

Strategically located along two major arterial routes, the site benefits from strong connectivity between the CBD and the Atlantic Seaboard, enhancing its accessibility and urban development potential.

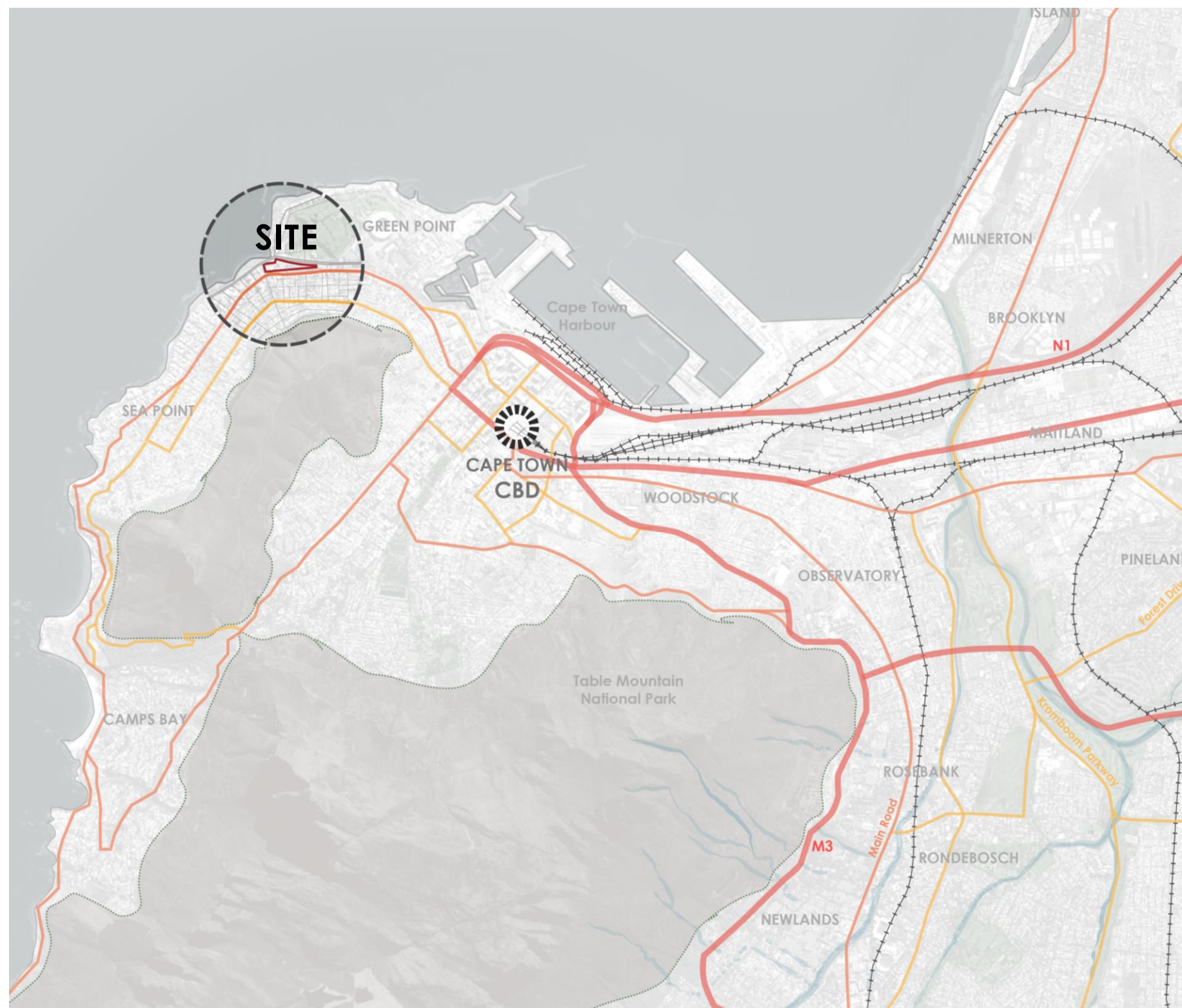


Figure: Site Locality Map

BACKGROUND

1.6 THE SITE

PROJECT LOCATION –IMMEDIATE CONTEXT

The project site measures approximately **4.5 hectares** and is under the ownership of the City of Cape Town. It currently accommodates a mix of low-intensity civic and private recreational uses, along with areas designated for public parking.

The site is bounded by Helen Suzman Boulevard to the north and Main Road to the south, with Three Anchor Bay Road forming the western edge.

The site is in close proximity to Mouille Point and Green Point to the north; the V&A Waterfront and the Foreshore to the east; Signal Hill and Green Point to the south; and Sea Point and Three Anchor Bay to the west.

The site hosts several community and recreational facilities

The site occupies a strategic location, serving as a vital link between Cape Town's western seaboard and the Central Business District (CBD). Positioned at the convergence of key transport routes, it functions as a nexus connecting several surrounding precincts and neighborhoods. This connectivity enhances the site's urban integration and positions it as a potential catalyst for broader precinct-scale development.



Figure: Description

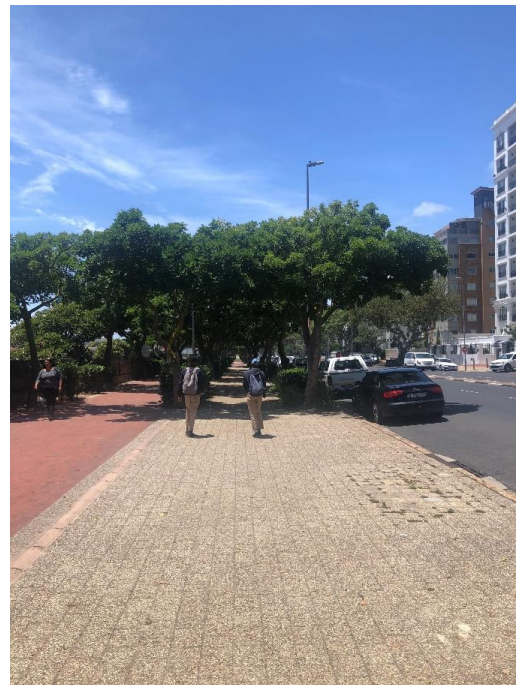
BACKGROUND
1.6 THE SITE



View up Three Anchor Bay Road



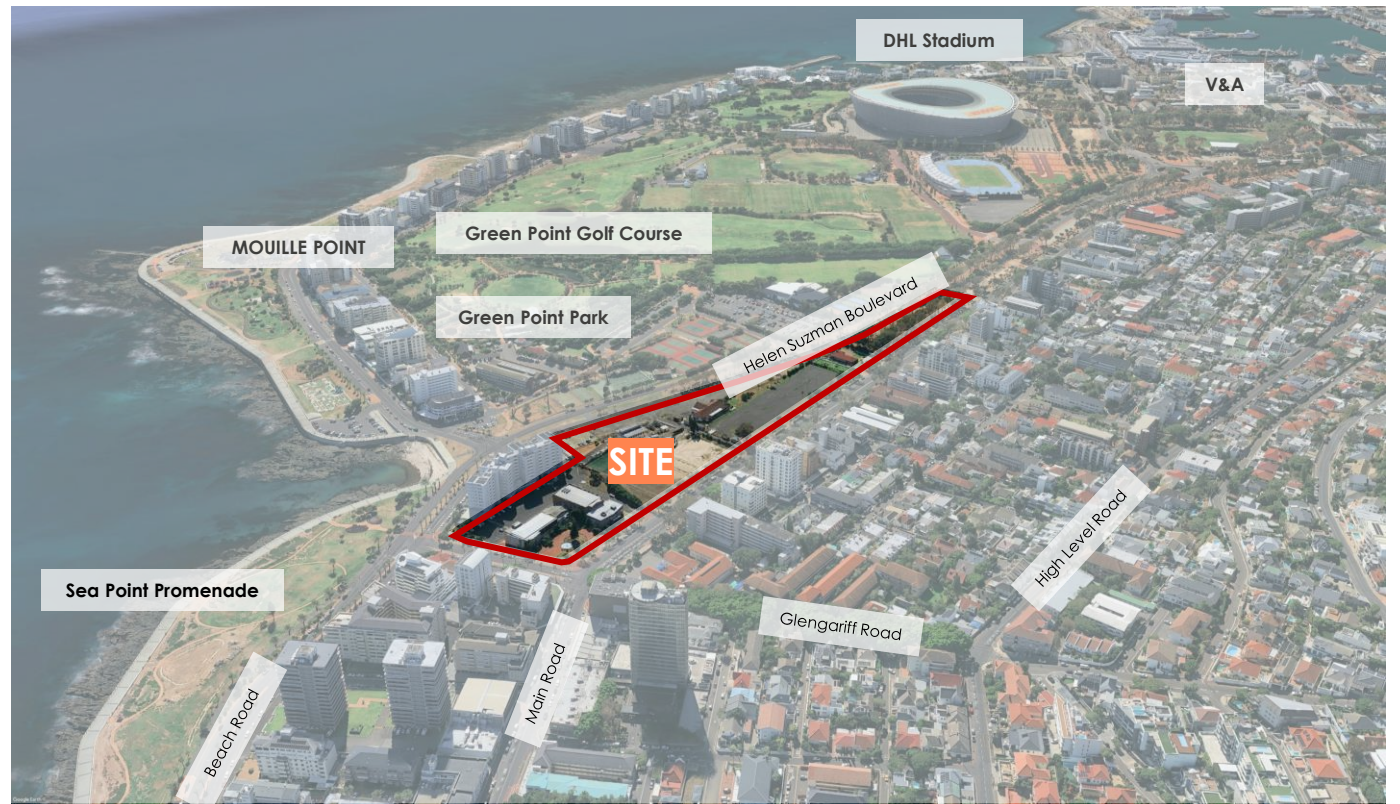
View down Helen Suzman Boulevard



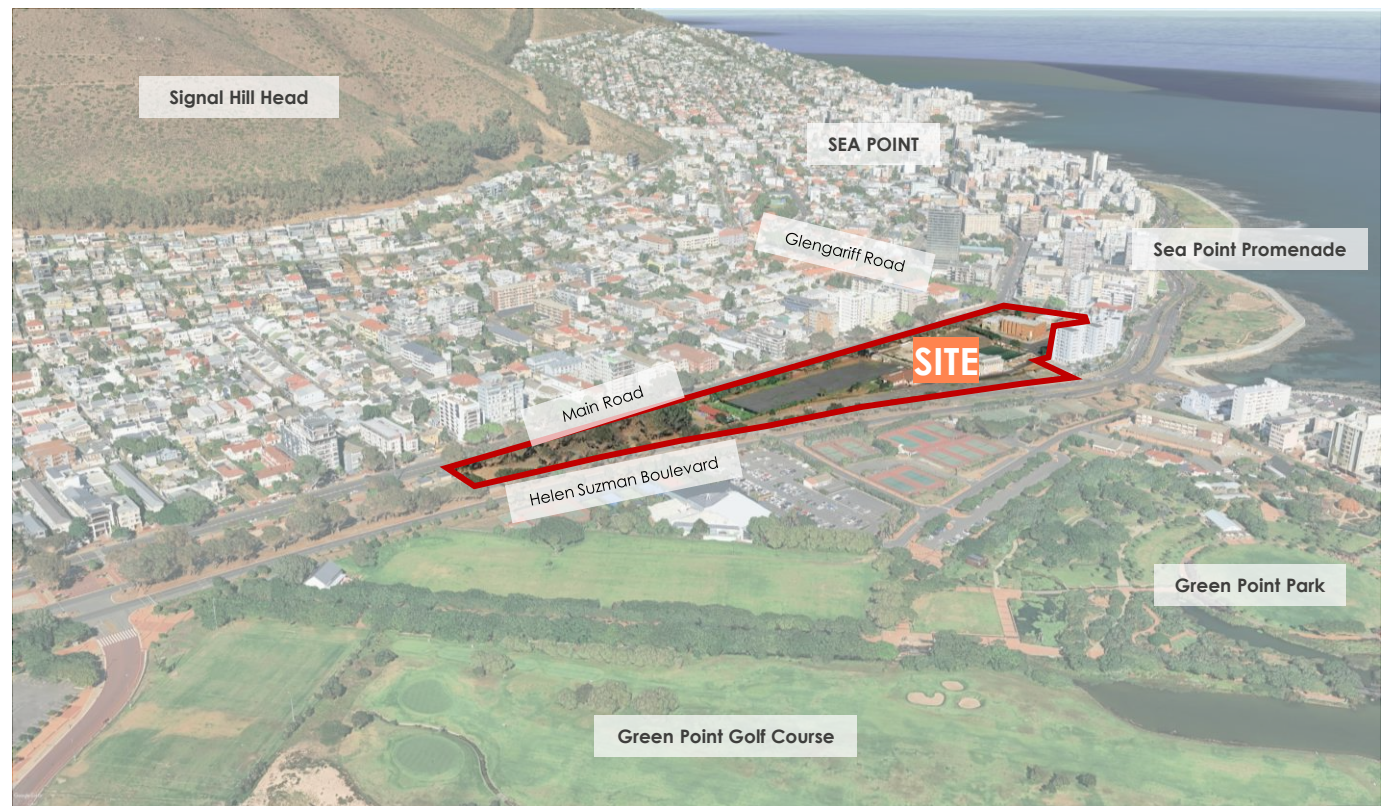
View down the pedestrian pathway along Main Road and MNT route



Eucalyptus glade on the eastern portion of the site



Project Site – Aerial View towards Mouille Point



Project Site – Aerial View towards Sea Point

BACKGROUND

1.6 THE SITE

BUILDINGS ON THE SITE

The site currently consists of a mixture of underutilized sports facilities and a collection of low-density buildings.



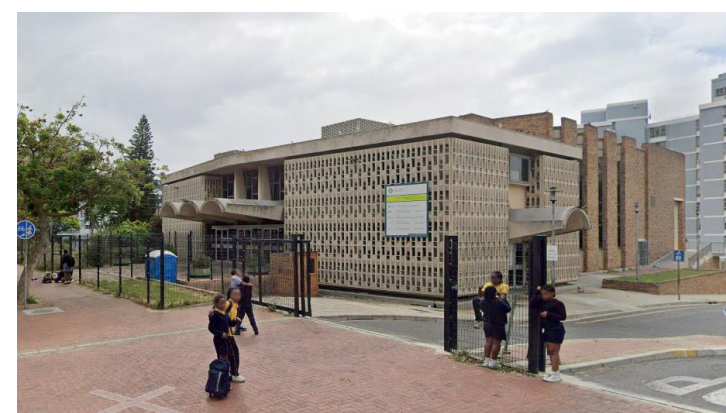
Key

- 1. Colin Eglin Sea Point Public Library
- 2. Sea Point Civic Centre and Hall
- 3. Fives Football Greenpoint
- 4. Electrical Substation
- 5. Western Province Bridge Centre
- 6. Atlantic Green Point Bowling Club
- 7. Pinocchio Crèche

Figure: Description



1. Colin Eglin Sea Point Library – view from Three Anchor Bay Rd
Heritage grading IIIA



2. Sea Point Civic Centre – view from Main Rd
Heritage grading IIIA



3. Fives Football Greenpoint



4. Electrical substation – view from Helen Suzman Blvd. Heritage grading IIIB



5. Western Province Bridge Centre
Heritage grading: Non conservation worthy



6. Original bowls clubhouse
Heritage grading: Non conservation worthy



7. Pinocchio Crèche

BACKGROUND

1.6 THE SITE

BUILDINGS SURROUNDING THE SITE

The site is surrounded by higher density buildings on the Main Road side of the site, which is contiguous with developments which edge the rest of the main road.



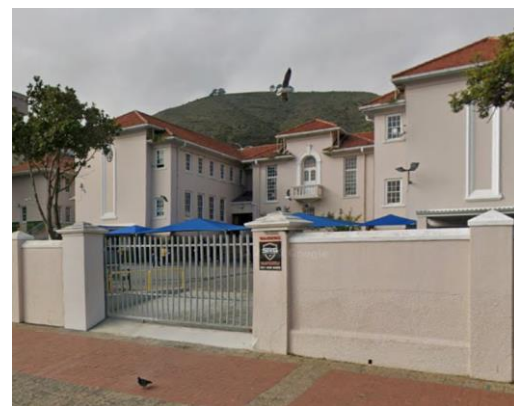
Key

- 1 Apartment Blocks
- 2 Ellerton Primary School
- 3 Retail / Eatery
- 4 CPOA Sea Point Place
- 5 Shell garage
- 6 SAPS Sea Precinct
- 7 Restaurant
- 8 Green Point Tennis Club
- 9 Virgin Active Green Point

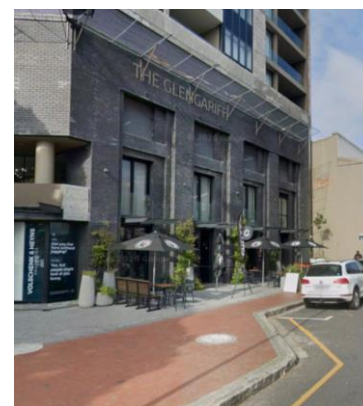
Figure: Description



1. Glen Gariff Apartment building – view from Main Rd



2. Ellerton Primary School – view from Main Rd



3. Retail / Eatery – view from Main Rd



4. CPOA Sea Point Place – view from sea point promenade



5. Shell Garage – view from Beach Road



6. SAPS Sea – view from parking lot off Bill Peters Dr



7. Restaurant – view from parking lot off Bill Peters Dr



8. Green Point Tennis Club



9. Virgin Active Green Point – view

BACKGROUND

1.7 POLICY INFORMANTS

Municipal Spatial Development Framework (2023) (MSDF)

The 2023 Municipal Spatial Development Framework (MSDF) outlines Cape Town's spatial vision to achieve a more inclusive and reconfigured urban form, aligned with the City's Integrated Development Plan (IDP). It promotes Transit-Oriented Development (TOD), encouraging densified mixed-use development in highly accessible public transport areas. The Three Anchor Bay site falls within the Urban Inner Core (UIC), where mixed-use intensification and spatially targeted interventions are prioritised. Public and private investment is directed toward Development Focus Areas, supported by coordinated grant funding. Although located within a development corridor promoting integrated land use and movement systems, the site is outside a metropolitan or district node.

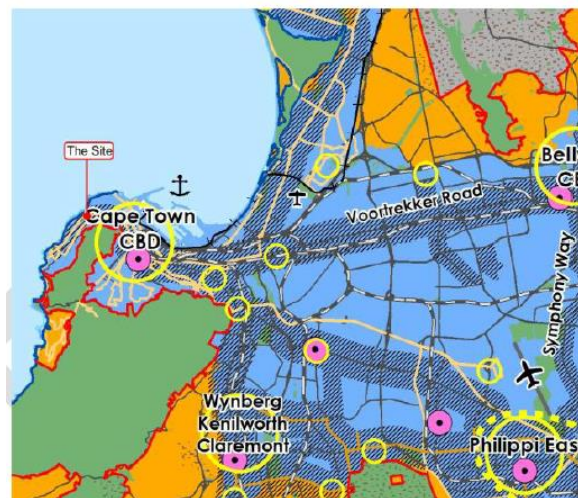


Table Bay District Spatial Development Framework & Environmental Management Framework (2023) (DSDF&EMF)

The 2023 Table Bay District Spatial Development Framework and Environmental Management Framework (DSDF&EMF) aligns with the Municipal Spatial Development Framework (MSDF) and translates its vision into district-level policy and spatial guidance. The vision for the Table Bay District is to be an inclusive and innovative destination that provides increased housing and economic opportunities, while remaining accessible, resilient, and supportive of its character areas, green spaces, and cultural practices. The site falls within a New Development Area (NDA) and partly within an Urban Development designation. It is located within a Local Node and identified as part of a Community Civic



Gross density targets and guidelines (TB DSDF & EMF, 2023)

Cluster. The District Plan establishes gross density thresholds to guide development intensity, and the site is earmarked for potential high-density residential development exceeding 75 dwelling units per hectare. Main Road, directly south of the site, is classified as a high-order development corridor. Within such corridors, high-intensity development is encouraged relative to surrounding areas. Commercial uses are generally limited to nodes, business precincts, or mixed-use areas, although appropriately scaled and designed business activities may be considered in exceptional cases. The site lies within Sub-district 1 (Atlantic Seaboard), near major destinations such as Table Mountain National Park, Camps Bay and Clifton beaches, Sea Point Promenade, and Green Point Urban Park.

Existing and surrounding zoning

Although Erf 2187 formed part of the 2016 rezoning and subdivision approval of the larger Erf 1056 (Case ID 70234541), it remains zoned Open Space 2: Public Open Space (OS2) under the City's Development Management Scheme (2015). This zoning permits active and passive recreational uses on public land and protects landscape and heritage resources, including woodlands, ridges, watercourses, wetlands, and coastal areas. To the north, Green Point Common (Re/1056) is also zoned OS2 for passive recreation and sports grounds. Beyond this,

residential buildings along Beach and Bay Roads are zoned General Residential 5 (GR5), allowing higher-density apartment development. Interspersed properties are zoned General Business 5 and 6 (GB5 and GB6), enabling mixed-use activities along Beach Road. East of the site, along Main Road from Varneys Road, properties are predominantly zoned GB5, supporting active business uses such as restaurants. To the south, the residential suburbs of Three Anchor Bay and Green Point range from GR5 along Main Road to GR4 and GR2 further inland. Ellerton Primary School, opposite the library, is zoned GR5. Westward, Main Road properties are zoned GB5 and GB6, transitioning to GR2 and GR4 in Sea Point. Between Beach and Main Roads, GR5 zoning permits increased heights. Maximum heights include 50 m (GR5), 25 m (GB5), and 38 m (GB6).



Existing Zoning

BACKGROUND

1.7 POLICY INFORMANTS

Designing Quality Places: Urban Design Principles for the City of Cape Town (2024)

The policy emphasises the vital role that well-designed cities, towns, neighbourhoods and public spaces play in shaping daily life, economic performance, sustainability and overall livability. Quality places support business growth, enhance physical and mental well-being, and strengthen social and environmental resilience. The Policy recognises the strong relationship between quality of place and quality of life, highlighting long-term social, environmental and economic benefits derived from thoughtful design.

Guided by overarching design principles (unpacked adjacent) are aligned with the City's strategic objectives, the Policy establishes nine key objectives and supporting criteria to inform development proposals and promote a resilient, spatially integrated urban environment.

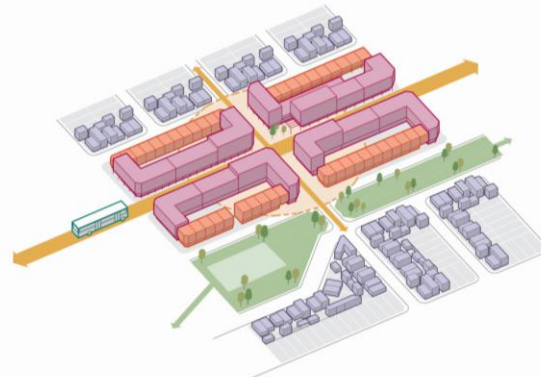
These principles feed into the principles for the Three Anchor Bay project in Chapter four and six.



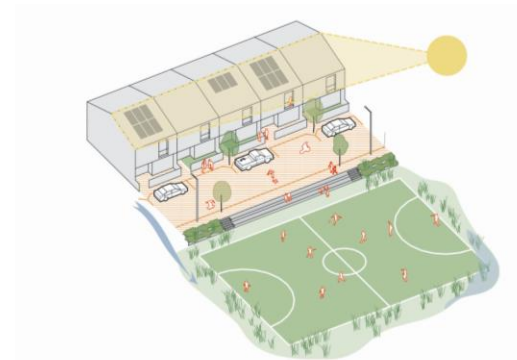
4.1.1 The greater public good



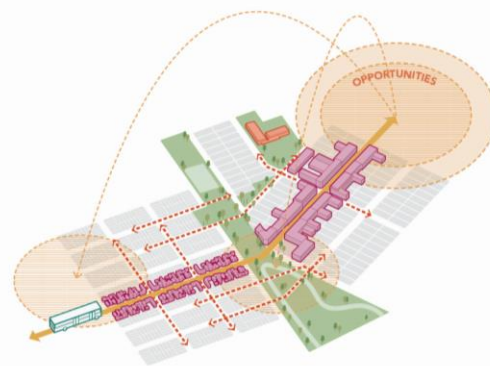
4.1.4 Identity, context and placemaking



4.1.2 The 'whole' above the 'parts'



4.1.5 Urban resilience, sustainability and climate adaptation



4.1.3 Integration and spatial transformation



4.1.6 Intensity, diversity and adaptability

Overarching design principles (Designing Quality Places: Urban Design Principles for the City of Cape Town, 2024)

BACKGROUND

1.7 POLICY INFORMANTS

Tall Building Policy and Design Guidelines (2013)

- In lower order nodes tallness of a building is **context dependent**. When a height of 1.5 times the underlying zoning is proposed, this is regarded as a tall building in lower order nodes.
- In higher order nodes, more than **10 storeys or 35m** is classified as 'significantly tall' buildings.

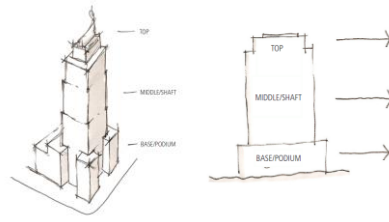
The policy is a flexible tool which aims to **ensure buildings fit into the context** of the city-scape.

Must comply with **Tall Building Guidelines**

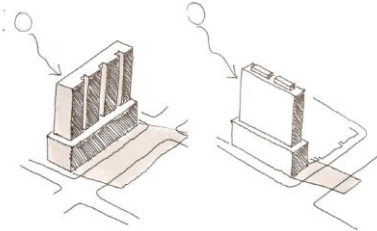
The design guidelines for Tall Buildings are "softer" guidelines emphasising the need for good practice, provide guidance on how to design tall buildings. A few of this principles are indicated on the right.

Any buildings taller than 5 storeys (15m) (lowest GB & MU zones) are also likely to be assessed against Tall building policy.

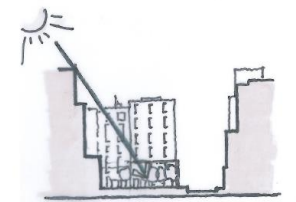
A key consideration when designing tall buildings and locating them relative to other buildings in close proximity, is that of ameliorating the effects of wind. Guidelines for addressing this are indicated on the right. The diagram below illustrates the prevailing summer and winter winds which ought to be considered when applying the principles to the site.



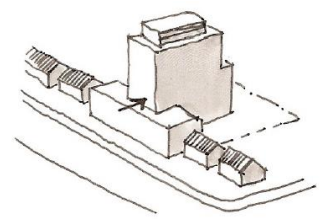
Overall Form and Massing (Tall Building Policy and Design Guidelines, 2013)



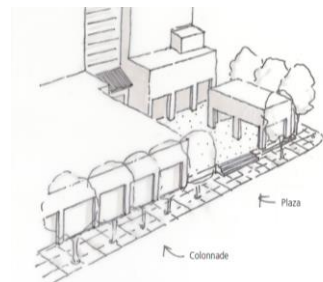
Avoid casting big shadows by orientating the base and/or building to mitigate shadows. (Tall Building Policy and Design Guidelines, 2013)



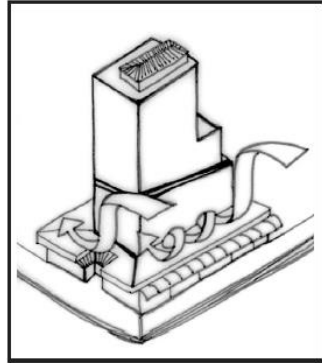
Open space and connections to open space. (Tall Building Policy and Design Guidelines, 2013)



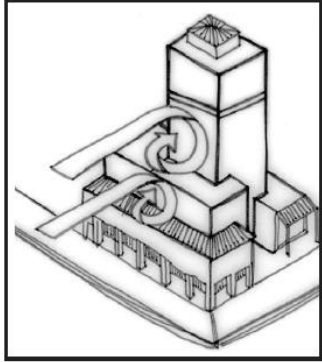
Design the base building so that it relates to the proportions of existing heights of surrounding context. (Tall Building Policy and Design Guidelines, 2013)



Ground floor interface and the streetscape. Define public open space by appropriately massing and orientating the base building. (Tall Building Policy and Design Guidelines, 2013)



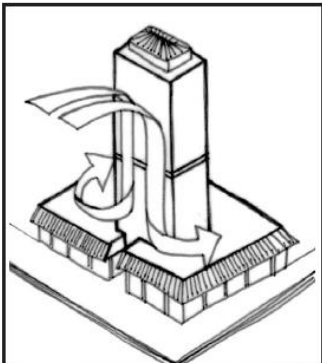
CANOPIES:
Use horizontal canopies on the windward face of base buildings.



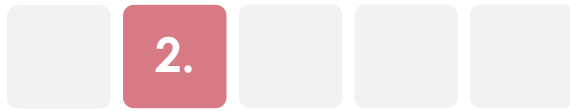
STEPPED BASE BUILDINGS:
Use a step-back in base buildings to reduce the undesirable downward wind flows. Note that the height of surrounding buildings have an affect on the newly proposed building so a wider wind study is needed to define this.



COLONNADES:
Use colonnaded base to control downward wind flows on windward facades. Colonnades provide pedestrians with a choice of enjoying the calm on windy days or a nice breeze on hot days.



ROOF AREAS OF BASE BUILDINGS:
Use the roof areas of base buildings to mitigate against downward wind flows and improve conditions at grade for pedestrians. Landscaping the roof of base buildings can further contribute to reducing wind speeds at grade.



Contextual Analysis

OVERVIEW

1. SURROUNDING DEVELOPMENTS
2. CONTEXTUAL PATTERNS
3. CONTINUITY OF THE RETAIL EDGE
4. SYNTHESIS

CONTEXTUAL ANALYSIS SURROUNDING DEVELOPMENTS

The developments currently in the pipeline represent developer's response to market demand. All of these developments mainly deliver smaller micro-, studio- and one bed apartments. Given their pricing, they can clearly not be regarded as more affordable. Block typologies featured favour the use of internal corridors which maximise the number of units which can be accommodated. The locations of the upcoming developments discussed in this Chapter are shown on the map adjacent. For the purposes of the urban design synthesis a focus has been placed on the larger developments that are more applicable to the site. This includes Magnolia, TWENTY 2 ON W, Monte Reve and ONE HUNDRED ON M. Which are highlighted on map adjacent. For an overview of all the surrounding developments refer to the Urban Design Contextual Framework report and the Property Market Analysis report



Figure title

1. Mont Réve

Mont Réve is an eight-storey mixed-use development comprising 94 apartments, 46 dedicated hotel suites, and 1,500m² of curated retail space. The unit mix is predominantly one-bedroom apartments (78%), with limited two- and three-bedroom units. The courtyard block typology is organised around a central atrium, allowing corridors to receive natural light and ventilation, supporting flexibility and the potential for larger units. Setback levels from level two reduce street impact. Amenities include three swimming pools, secure parking, air-conditioning, and a dedicated reception. Interchangeable one-bedroom apartments and hotel suites provide operational flexibility within a compact, hospitality-oriented residential model.

2. Magnolia

Magnolia is a nine-storey mixed-use development with 174 apartments above ground-floor retail, restaurants, and cafés. The building features a double-level colonnade, a large open-to-sky atrium, rooftop pool, generous communal areas, and expansive views. The U-shaped block form wraps around the atrium, with units accessed via internal corridors. This configuration maximises the number of units per floor but results in a predominance of smaller studio and one-bedroom apartments. The internal circulation strategy

prioritises efficiency and density, while shared amenities and modern design elements enhance resident experience within a compact, high-yield residential framework.

3. Twenty 2 On W

Twenty 2 On W is a nine-storey residential development comprising 81 apartments with a ground-floor café and commercial space. Amenities include a communal pool and garden deck with views of Table Mountain, Lion's Head, Signal Hill, and the Atlantic Ocean. The unit mix is dominated by micro, studio, and one-bedroom apartments, with limited larger and garden units. The linear block typology, accessed via an internal corridor, maximises units per floor and supports high-density living. This configuration reinforces a compact unit offering aimed at efficiency, affordability, and optimised floorplate yield within an urban setting.

4. One Hundred on Main

One Hundred on Main is a seven-storey mixed-use development comprising 92 apartments with ground-floor retail. The unit mix is largely micro and studio apartments, with fewer one-, two-, and three-bedroom units. The tower typology is organised around a central vertical circulation core, combining retail activation at street level with vertically stacked residential units.



1. Mont Réve



2. Magnolia



3. Twenty 2 On W



4. One Hundred on Main

CONTEXTUAL ANALYSIS CONTEXTUAL PATTERNS

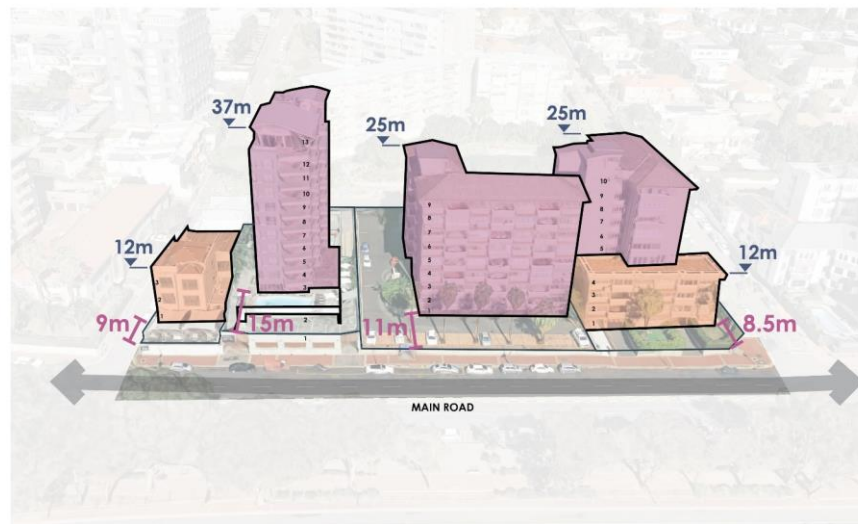
GRAIN AND SURROUNDING CONTEXT:

Elements which give identity to the surrounding neighbourhoods should be understood and incorporated into the proposed development to enhance and consolidate the special character of these precincts.

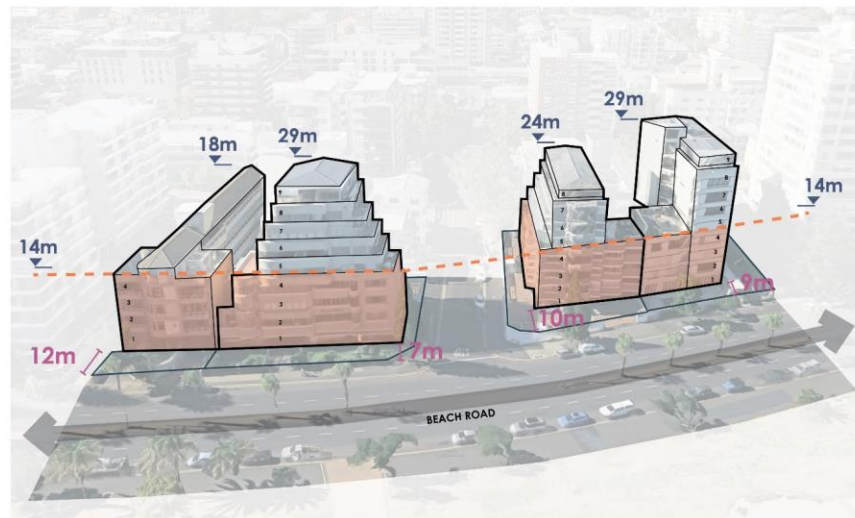
The urban character of the context can be described as fine grained in that the morphology comprises largely of smaller blocks as opposed to coarse grained mega structure.

Main Road & Beach Road facades are articulated to provide a consistent human scale which should be continued into the development of the site.

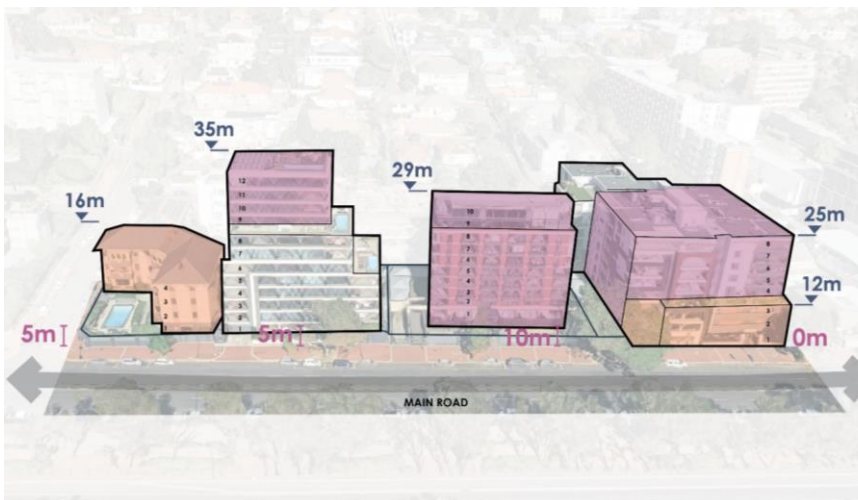
An analysis was undertaken to identify prevailing massing patterns in the areas surrounding the site, with a focus on Green Point Main Road, Sea Point Main Road, and Beach Road. This investigation provides insight into the spatial logic of the urban fabric, allowing for a better understanding of existing patterns related to building massing, height hierarchy, urban grain, and edge conditions. These observations will inform the development of a responsive and contextually integrated urban design framework.



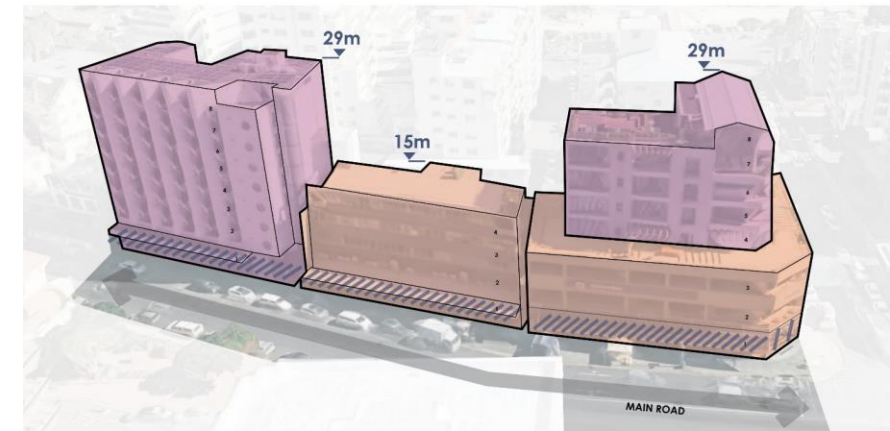
1. Green Point, Main Road



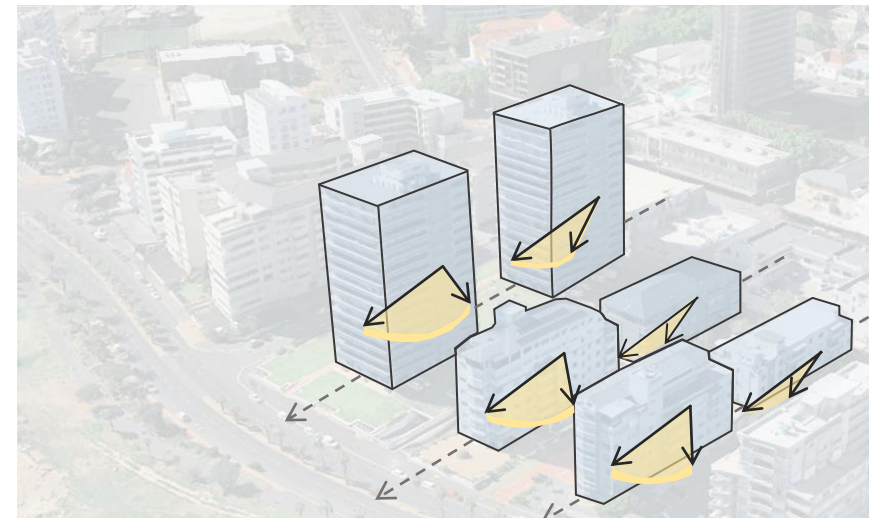
2. Sea Point, Beach Road



3. Three Anchor Bay, Main Road



4. Sea Point, Main Road



5. Sea Point, Beach Road

- Green Point, Main Road**, this portion depicts patterns of podium levels, setbacks, and towers.
- Sea Point, Beach Road**, depicts patterns of a datum level, towers and stepping of the building edge.
- Three Anchor Bay, Main Road**, includes patterns of podium levels, building setbacks, towers and a variety of building masses.
- Sea Point, Main Road** includes patterns of a podium level, towers and ground floor retail.
- Sea Point, Beach Road**, show patterns of how towers are orientated parallel to one another to allow for maximum views

CONTEXTUAL ANALYSIS

CONTINUITY OF THE RETAIL EDGE

SURROUNDING RETAIL ACTIVITY

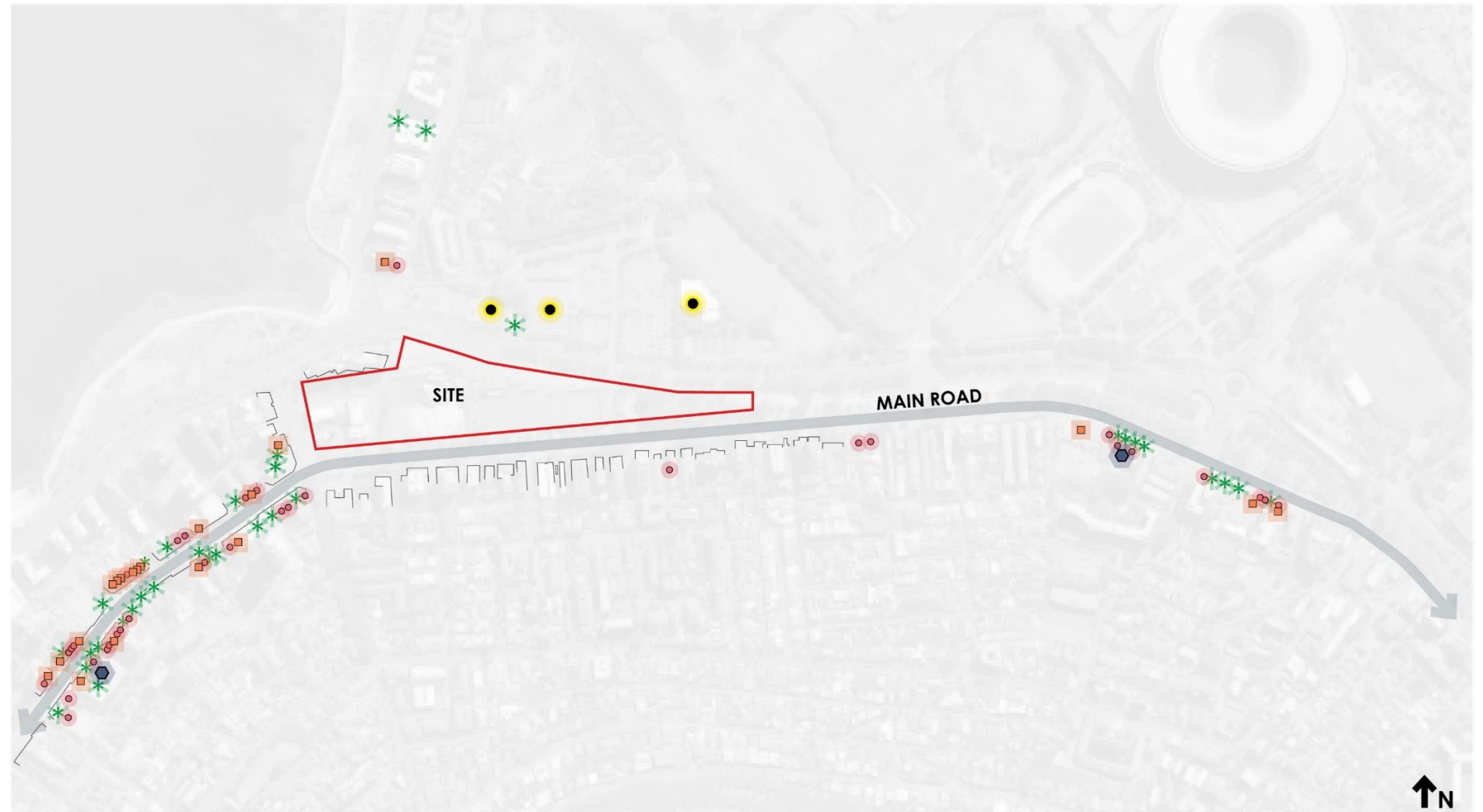
Existing retail edge along Green Point Main Road and Sea Point Main Roads has a particular retail character dominated by a diversity of cafes and restaurants outlets and some small-scale malls, with a few franchised food outlets. The approach would be to create continuity across the main road edge of the site with this retail character.

The site is strategically located between the Green Point and Sea Point high order retail activity corridor,

The continuity of this stretch is interrupted along the main road site edge and the adjacent residential edge.

With the development an opportunity exist to activate this as a retail edge and to provide continuity in the retail strip.

The Retail Strip contains a large percentage of restaurants and cafes which open out onto or extend out onto the sidewalk, either under a canopy or not.



- * Eatery
- Retail Space
- ⬢ Small Shopping Centre
- Fitness Facility
- Service Based Business

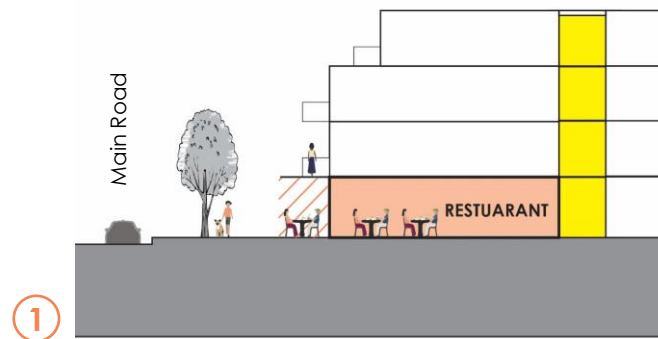
CONTEXTUAL ANALYSIS

CONTINUITY OF THE RETAIL EDGE

EXISTING RETAIL TYPOLOGIES AND THEIR CONNECTION TO THE STREET,

- ① The Retail Strip contains a large percentage of restaurants and cafes which open out onto or extend out onto the sidewalk, either under a canopy or not.
- ② An internalised retail space which has visibility of the street as well as towards the ocean
- ③ An example of an internal enclosed courtyard with a clear view of the street, around which retail is clustered
- ④ An example of a retail hub which works off a courtyard space open to the sky.
- ⑤ An example of a retail hub which works off a courtyard space open to the sky.

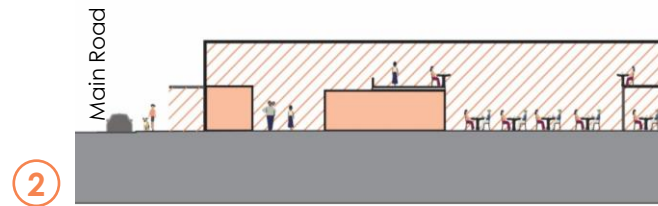
The site, particularly the Main Road edge provides an opportunity to explore these various kinds of retail configurations which are working well within the Sea Point/Green Point context.



① Image title



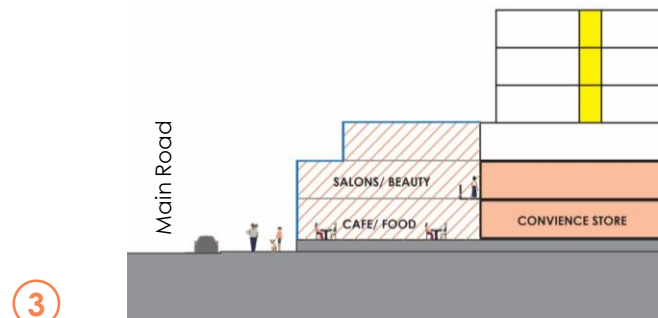
Image title



② **MOJO MARKET** – schematic section



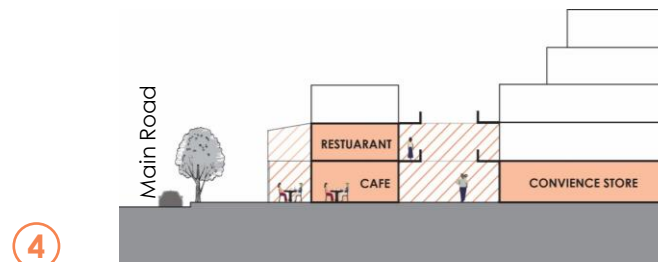
MOJO MARKET – Contained retail space



③ **PIAZZA DA LUZ** - schematic section



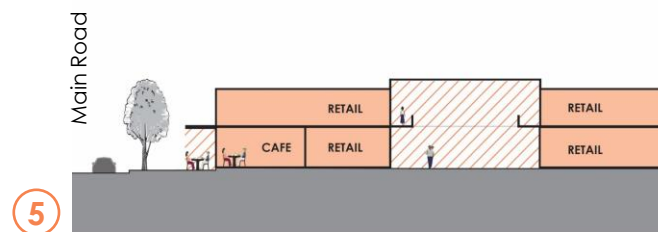
PIAZZA DA LUZ - Internal retail spaces (covered volume)



④ **PIAZZA ST JOHN**- schematic section



PIAZZA ST JOHN – Internal retail spaces (open to the sky)



⑤ **ARTEM GALLERIA** – schematic section



ARTEM GALLERIA – Street interface, internal mall

CONTEXTUAL ANALYSIS SYNTHESIS

CONTEXTUAL INFORMANTS

The site functions as a *genius loci*—a place with a distinct identity—by acting as both a nexus destination and a gateway that anchors movement and activity within the broader urban fabric. Its strategic position allows for strong connections to surrounding precincts, reinforcing its role as a unifying element within the city. The site's relationship to the surrounding urban grain ensures that new interventions can integrate seamlessly into the existing fabric, while the continuation of Main Road's retail activity enhances its role as a vibrant, activated edge. Importantly, the incorporation of heritage elements and the adjacent civic cluster adds cultural and historical depth, strengthening the site's unique character and sense of place.

- ① Site as a nexus destination & gateway.
- ② Connection to surrounding precincts.
- ③ Functions as a *genius loci*.
- ④ Relationship to surrounding context and grain.
- ⑤ Continuation of main road retail activity.
- ⑥ Heritage and civic cluster incorporation



- Existing retail edge
- Potential continuation of the retail edge
- Potential connection to the surrounding precincts
- Potential relationship to the surround spatial conditions and built form
- Heritage and community cluster



Site Analysis

OVERVIEW

1. EXISTING SITE CONDITIONS
2. EXISTING MOBILITY NETWORK
3. CIVIL & ELECTRICAL SERVICES
4. ELECTRICAL SERVICES
5. HERITAGE RECOMMENDATIONS
6. IMMEDIATE SITE CONTEXT
7. OPPORTUNITIES
8. CONSTRAINTS
9. SYNTHESIS

SITE ANALYSIS

EXISTING SITE CONDITIONS

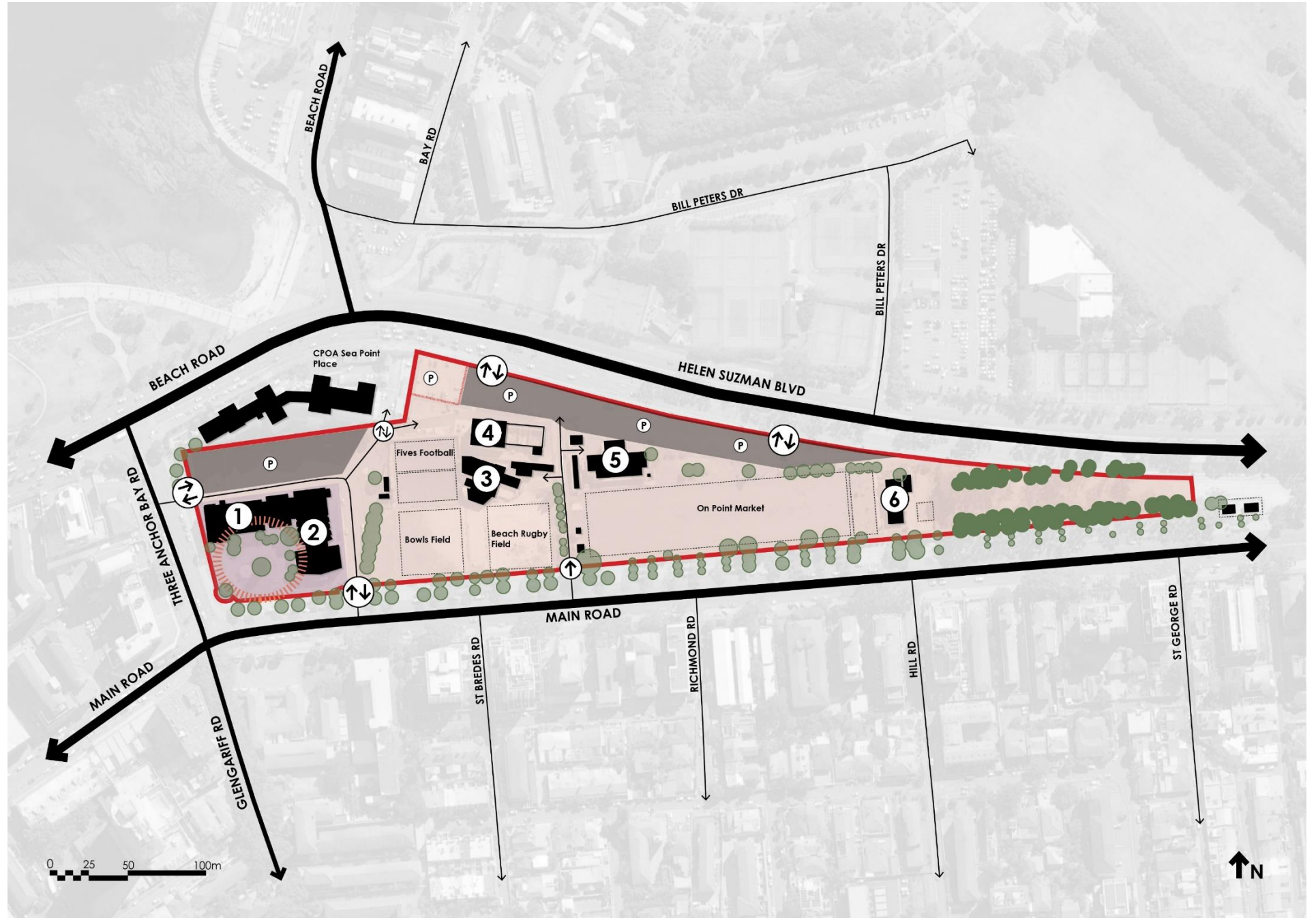
The project site measures approximately 4.5 hectares and is under the ownership of the City of Cape Town. It currently accommodates a mix of low-intensity civic and private recreational uses, along with areas designated for public parking.

The site hosts several community and recreational facilities, including the Colin Eglin Sea Point Public Library, Pinocchio Crèche, Sea Point Civic Centre and Hall, Fives Football Green Point Sports Club, Glen Green Point Sports Centre, Atlantic Green Point Bowling Club, and the Western Province Bridge Centre.

The site is bounded by Helen Suzman Boulevard to the north and Main Road to the south, with Three Anchor Bay Road forming the western edge.

KEY

- Site boundary
- Existing Buildings
- ① Colin Eglin Library
- ② Sea Point Civic Centre
- ③ Original Bowls Clubhouse
- ④ Historic Substation
- ⑤ WC Bridge Club
- ⑥ Pinocchio Creche
- Forcourt area
- Eucalyptus avenue
- Existing trees
- ↔ Existing road network
- ↑ Access points into site
- P Parking areas



SITE ANALYSIS

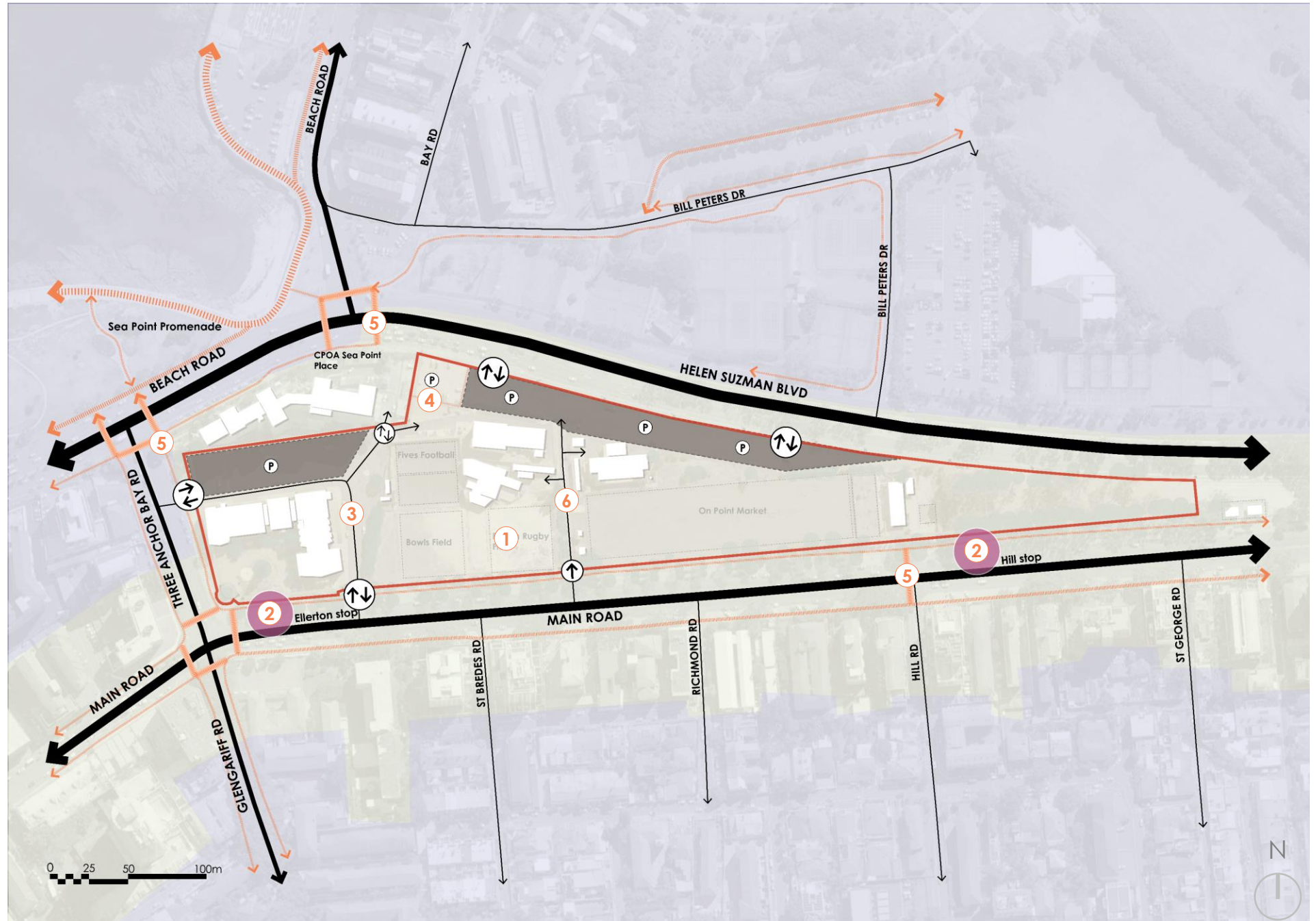
EXISTING MOBILITY NETWORK

The site is well-located within the metropolitan context and benefits from strong regional accessibility. It is served by two major arterial routes, Helen Suzman Boulevard and Main Road, which provide efficient east-west connectivity to and from the study area.

- 1 The site falls within a PT2 zone, where most land uses are not required to provide on-site parking (with the exception of motor repair garages, service stations, and motor fitment centres). While the development aligns with Transit-Oriented Development (TOD) principles and aims to reduce reliance on private vehicles, provision of on-site parking will still be required to meet user demand.
- 2 Public transport services, including MyCiti Bus and Golden Arrow Bus Services, are located within walking distance of the site, including the Ellerton and Hill bus stops.
- 3 An existing access road wraps around the civic buildings, serving the civic node parking area and providing access to the CPOA parking area.
- 4 Parking associated with the CPOA facility is also located within the study area.
- 5 The site is located in close proximity to established pedestrian crossings, allowing for extensions to the network and improved connections with surrounding neighbourhoods.
- 6 A one-way road currently runs from south to north across the site and is informally used as a shortcut route connecting to Helen Suzman Boulevard.

KEY

- Site Boundary
- Existing Buildings
- Existing Road Network
- Pedestrian Network
- Access Points into Site
- Access Points into Site
- Parking Areas on Site
- MyCiti Bus Stops
- Pedestrian Crossing
- PT1 (Public transport) Zone
- PT2 (Public transport) Zone



SITE ANALYSIS SERVICES

CIVIL SERVICES

Existing underground services running across the site present a significant constraint, occupying valuable space and potentially limiting the site's redevelopment potential. This issue is particularly pronounced along the Helen Suzman Boulevard frontage, where a high concentration of service infrastructure traverses the site. This portion of the site holds some of the greatest development value due to its uninterrupted views and prominent location.

Of the stormwater, water and electrical services which cut across the site, the latter two are likely to be easier to relocated to positions required by the design footprint.

ELECTRICAL SERVICES

The following existing electrical services within the boundaries of the new proposed development area are the Three Anchor Bay Main Substation with a floor area of 2000m², underground cables, switching station, minisub-station, pillar boxes and redundant high voltage underground cables.

To accommodate any new development on the site the existing electrical cables will be rerouted, and in this process an alternative location of the substation could be more effective and feasible. Thus the existing substation can possibly be relocated if a new substation is provided in the new development.



Existing civil services on the site.



Existing electrical services on the site.

SITE ANALYSIS

HERITAGE

RECOMMENDATIONS

Preliminary Heritage Indicators

- ① Retain the library and civic centre buildings. Restore and upgrade this building to improve its functioning with **sensitive adaption**.
- ② Retain library and civic centre forecourt, restore and upgrade the landscaping and make it available as a public place again.
- ③ Allow for **view lines through the site** (north-south lanes between buildings)
- ④ **Vary the height, scale and design of new buildings on the site** (similar to development along Main Road). Ensure detailed articulation of new buildings. Monolithic massing should be avoided. Architectural treatments should favour well-defined building edges, articulated façades, solid-to-void proportions, and strong street enclosure that respond to the established urban character of the area.
- ⑤ The interface of new buildings with Main Road to include **active street frontages at ground level**.
- ⑥ **Screening of development** with planting on Helen Suzman boulevard to assist with traffic noise, visual amenity.
- ⑦ The mature **Eucalyptus glade** on site is to be retained due to its historical significance as part of the original tree-lined avenue, contributing to the site's character.



SITE ANALYSIS

HERITAGE INFORMANTS

The Colin Eglin Library and forecourt- IIIA

Considered to be retained as a good example of Modernist architecture with notable brise soleil facade. It is notable that many of the original internal features of the building have been retained, such as the bookshelves, the parquet floors on the first floor, the mosaic columns in the main hall, wood paneling, the ceramic tiles of the foyer.



Figure 3.16 Library entrance (2025)



Figure 3.21: First floor working area

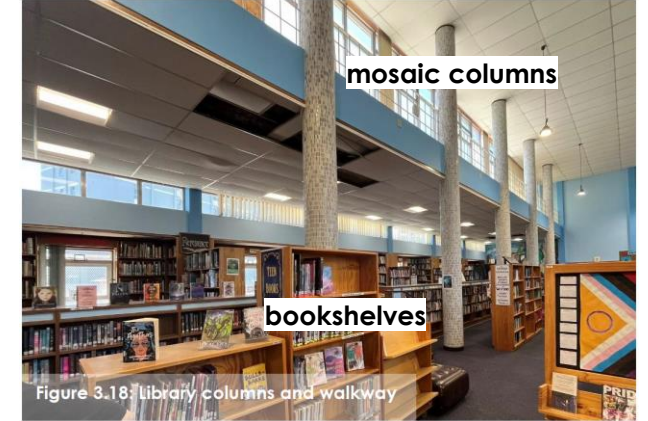


Figure 3.18: Library columns and walkway

Sea Point Civic Centre and forecourt- IIIA

Also considered to be retained. Many of its original internal features have been conserved, such as the tiled foyer, the wooden sprung floor in the main hall, the fixed seating of the balcony, the fixtures of the garde robe, the parquet floor in the smaller hall, vaulted ceilings and the wood paneling in the hall and foyer.



Figure 3.24: Civic centre foyer



Figure 3.25: Minor hall

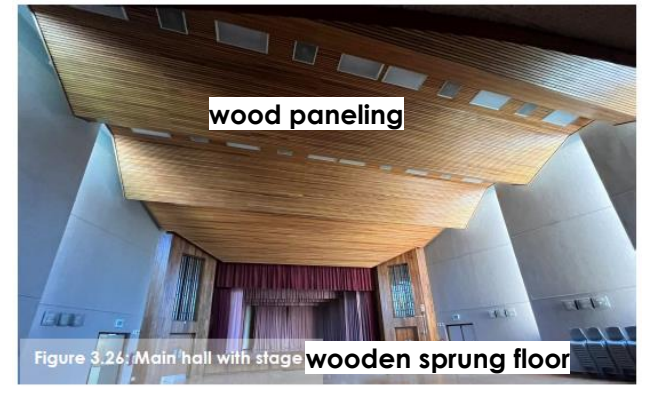


Figure 3.26: Main hall with stage

The electrical substation: IIIB

This building is a rare example of industrial architecture of its era, with detailing that elevates the building from merely a shed to an attractive building, thus warranting the IIIB grading. It is however acknowledged that the building is tailored to the very specific requirements of a substation, which would pose difficulties to the potential adaptive reuse of the building, should it not be needed to house electrical infrastructure anymore.



Electrical substation building.



Eucalyptus tree avenue

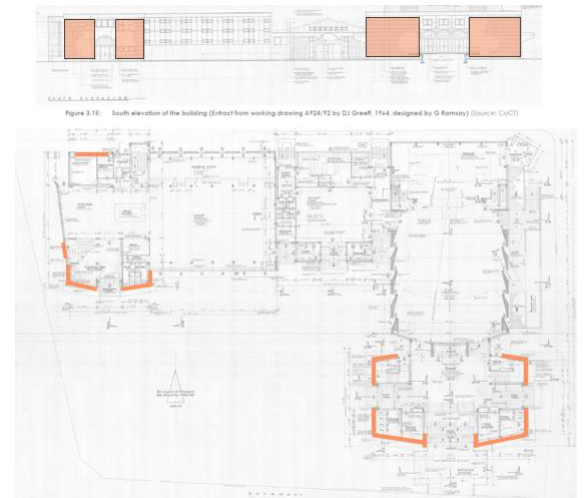


Figure 3.14: Extract from ground floor plan of the building (Working drawing A724-87 by DJ Greeff, 1967, designed by G Ramsay) (Source: CACT)

Sea Point Civic Hall and Library plan indicating the brise soleil facade

SITE ANALYSIS

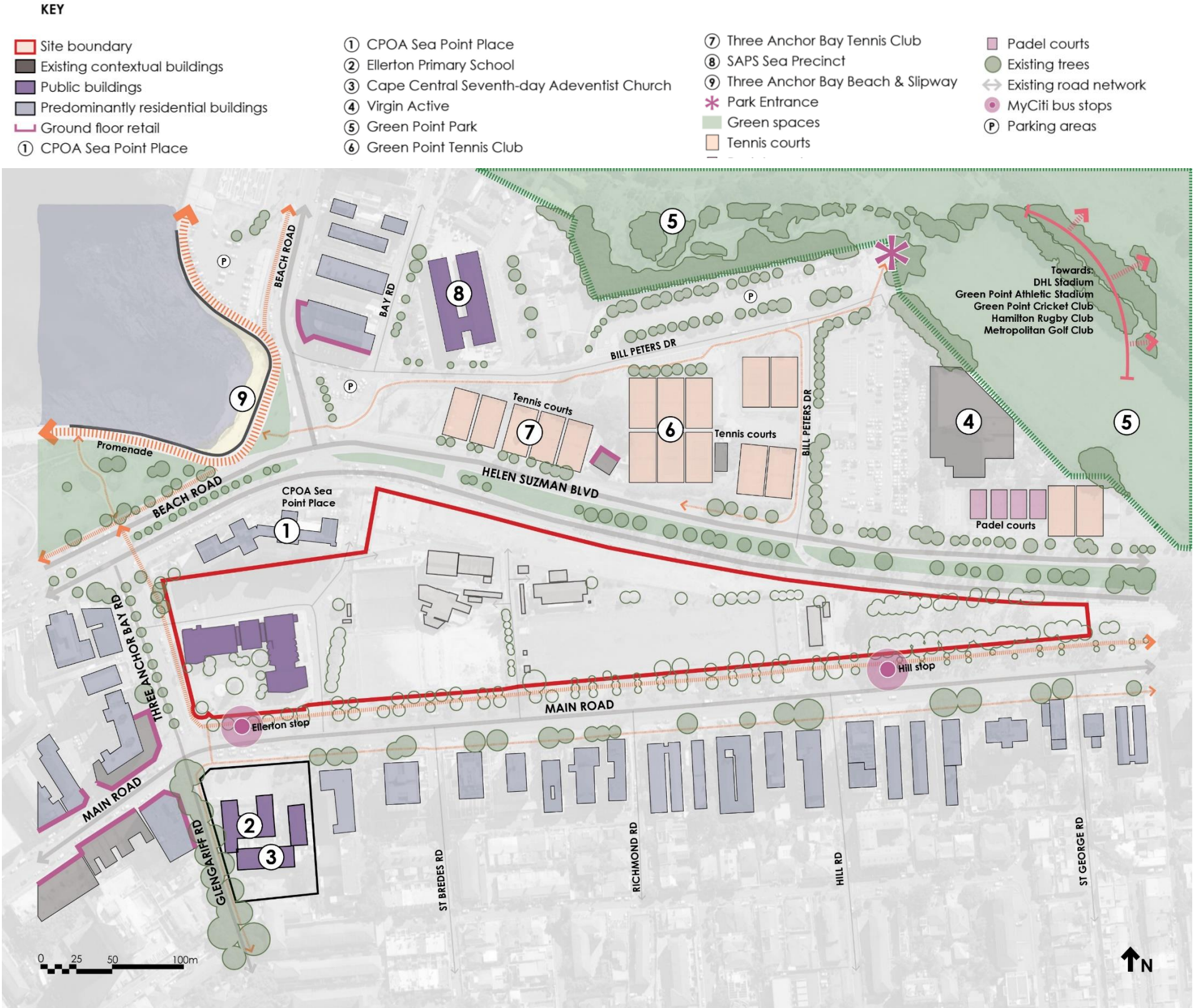
IMMEDIATE SITE CONTEXT

The map illustrates the immediate context surrounding the site. The existing nine-storey CPOA building marks the northern boundary of the site.

Directly opposite the site along Main Road are the Ellerton Primary School and a church. Main Road is also serviced by two MyCiTi bus stops located within close walking distance, enhancing the site's accessibility via public transport.

To the north of the site, across Beach Road, lies the Sea Point Promenade, a well utilised public open space that includes the Three Anchor Bay Beach and Slipway. Further north, across Helen Suzman Boulevard, are key community and recreational amenities including two tennis clubs, the SAPS precinct, and a Virgin Active gym.

Beyond these facilities are the Green Point Urban Park, the DHL Stadium, and a variety of other sports and recreational venues that contribute to the broader civic and leisure infrastructure of the area.



SITE ANALYSIS OPPORTUNITIES

Several opportunities have been identified:

- ① **Enhanced NMT Network:** The existing NMT route along Main Road is a key asset that connects to the broader Fan Walk network. There is significant potential to extend this route to the Sea Point Promenade, and further eastward across the front of the site along Helen Suzman Boulevard.
- ② **Public Forecourts:** Three potential forecourt areas have been identified. One adjacent to the existing library and civic hall, a central space within the heart of the site, and another nestled within the Eucalyptus glade. Each of these forecourts presents the opportunity to develop distinct spatial identities and functions.
- ③ **Active Street Edges:** Main Road offers the opportunity to reinforce and extend the existing retail frontage. On the northern edge of the site, Helen Suzman Boulevard provides an opportunity for a different typology of active frontage.
- ④ **Improved Pedestrian Connectivity:** Strategic pedestrian connections have been identified to link the site with the Green Point recreation precinct. These connections can improve integration with the surrounding urban fabric.
- ⑤ **Framing Iconic Views:** The site is uniquely positioned to harness panoramic views of the Atlantic Ocean, Signal Hill, the city skyline, and the harbour. These view corridors present a valuable opportunity to inform building orientation, public space design, and overall placemaking strategies.



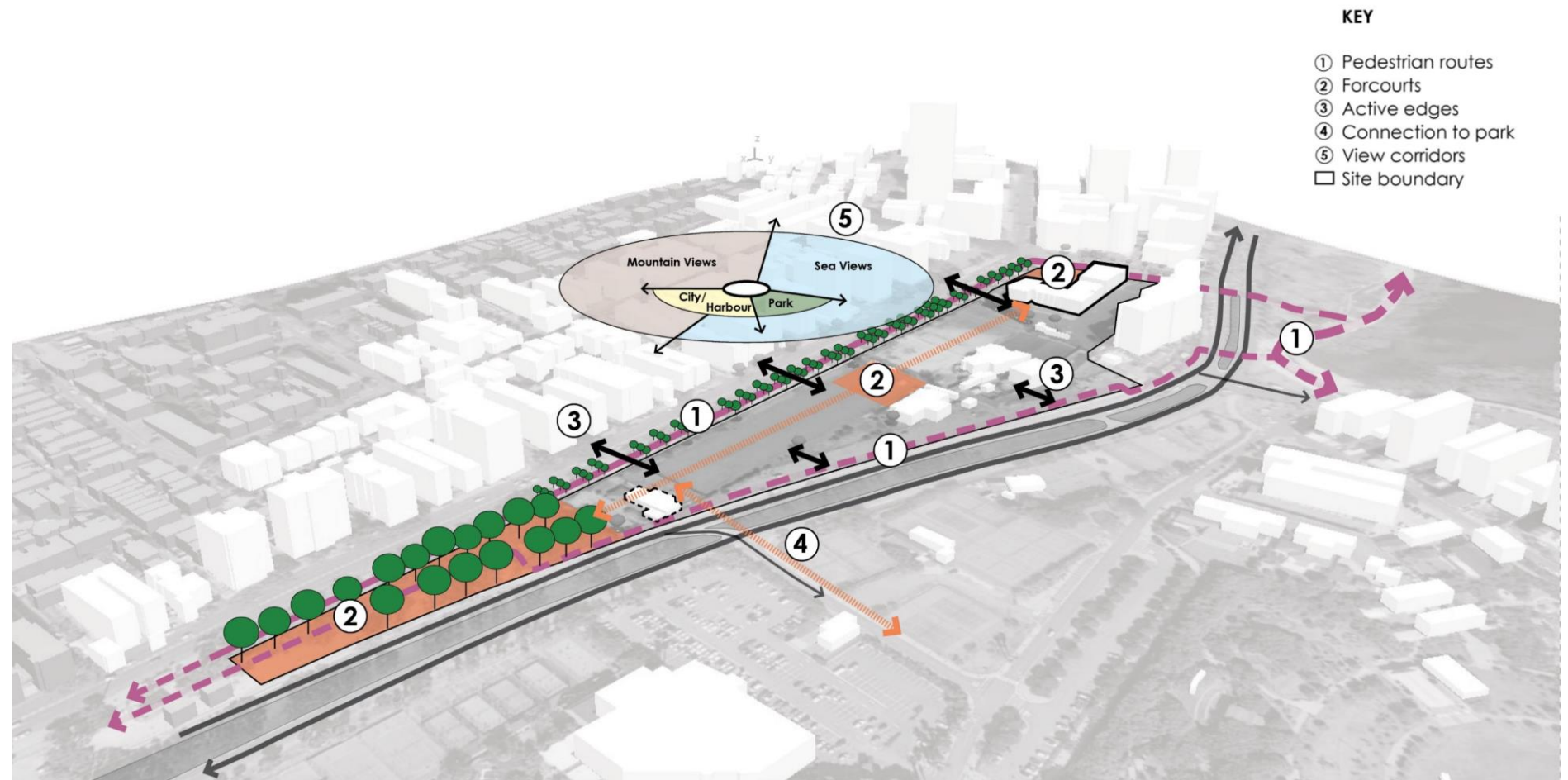
IEWS OF ATLANTIC OCEAN



IEWS OF SIGNAL HILL



IEWS OF ATLANTIC OCEAN



SITE ANALYSIS CONSTRAINTS

A number of constraints have been identified on the site, which will need to be carefully considered in the design and development process:

- ① **Heritage Considerations:** The existing library and civic hall possess heritage value, warranting their retention in their current built form. While the architectural integrity of these structures should be preserved, there is potential for adaptive reuse to accommodate new programmes.
- ② **Established Green Infrastructure:** The existing treed avenues along the wide non-motorised transport (NMT) route on Main Road are considered a fixed element. These avenues contribute significantly to the public realm and form part of the broader Fan Walk network, enhancing pedestrian connectivity.
- ③ **Eucalyptus Glade:** The mature Eucalyptus glade on site is to be retained due to its historical significance as part of the original tree-lined avenue, contributing to the site's character.
- ④ **Preserved View Corridors:** Key views and vistas from surrounding streets have been identified and should be maintained or integrated into future design strategies to enhance visual permeability and preserve the site's relationship with its context.
- ⑤ **Visual and Physical Barrier:** The nine-storey CPOA building located at the northern edge of the site presents a substantial visual and physical barrier, limiting both sightlines and pedestrian permeability in that area.
- ⑥ **Major Road Infrastructure:** Helen Suzman Boulevard, located to the north of the site, functions as both a physical and acoustic barrier due to its scale and traffic volumes. This presents challenges for connectivity and integration with adjacent urban fabric.



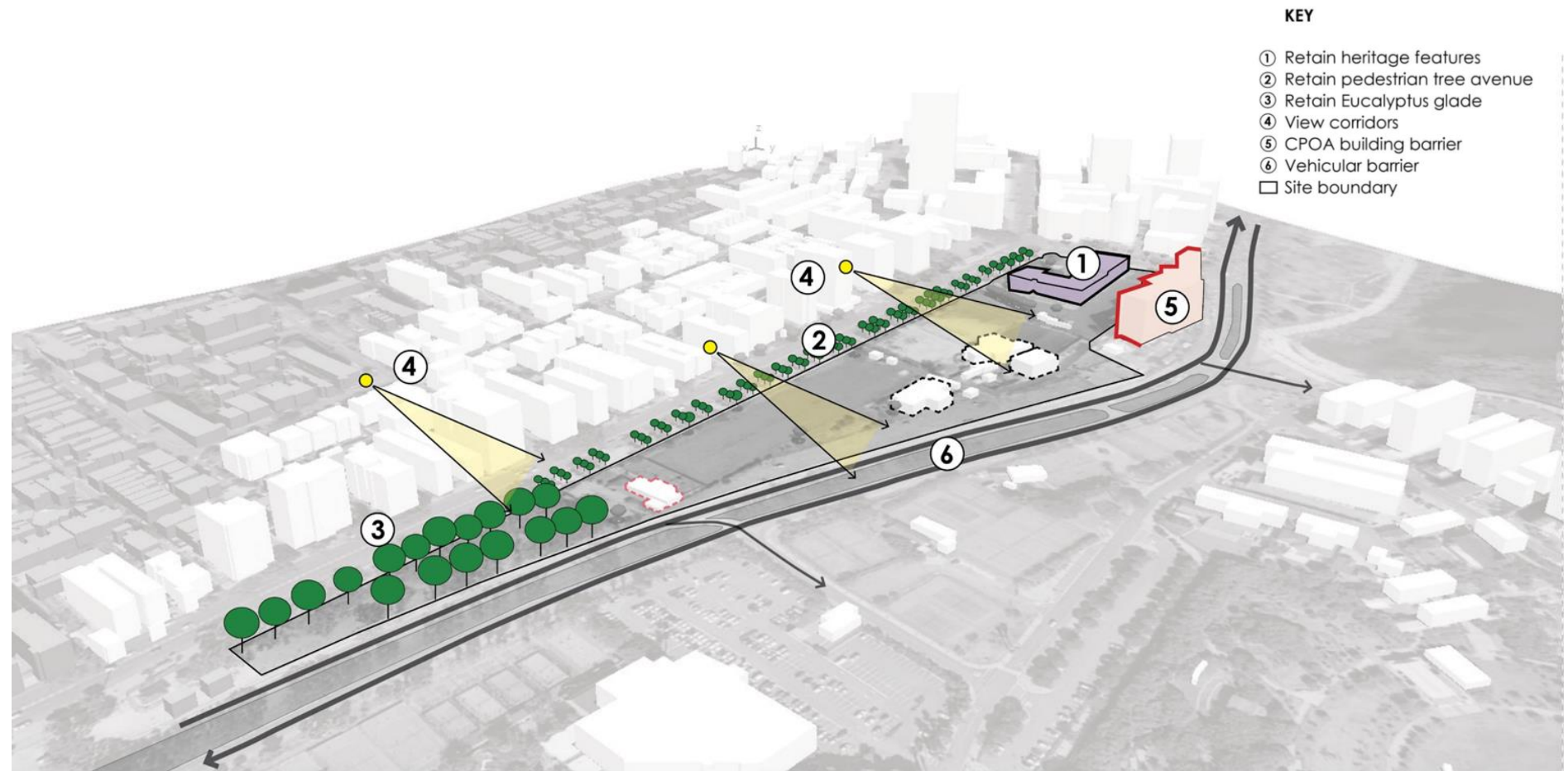
② Fan walk trees



④ View Corridors up Hill Road



⑤ CPOA Building



KEY

- ① Retain heritage features
- ② Retain pedestrian tree avenue
- ③ Retain Eucalyptus glade
- ④ View corridors
- ⑤ CPOA building barrier
- ⑥ Vehicular barrier
- Site boundary

SITE ANALYSIS OPPORTUNITIES & CONSTRAINTS SYNTHESIS

The sites overall opportunities and constraints are presented as follows:

- 1 The site as a nexus for the surrounding community and the broader Cape Town. Opportunity to act as a gateway destination with a special character.
- 2 Spatial continuation of the Main Road retail activity.
- 3 Respond appropriately to all site edges.
- 4 Magnificent views of the sea, mountain, city and harbour.
- 5 Proposed massing should respond to existing contextual patterns in terms of building heights, articulation, grain, setbacks and view corridors.
- 6 Retained heritage features can anchor and activate spaces.
- 7 Potential to cluster civic uses to be enhanced as a destination.
- 8 Promote NMT and pedestrian connections to surrounding precincts.
- 9 Special moments of public space within the precinct.

KEY

- | | | |
|---|---|---|
|  Retain heritage features |  CPOA parking area |  Helen Suzman Blvd. |
|  Forecourt areas |  Visual barrier |  Main Road |
|  Eucalyptus glade |  View corridors |  Existing road network |
|  Pedestrian walkway treed avenue |  Main Road active edge |  Site boundary |
|  CPOA parking access |  Pedestrian connetions | |



Urban Design Principles



1. DISTINCTIVENESS AND A SENSE OF PLACE

Respond to the character and identity of an area



2. INTEGRATION AND CONNECTIVITY

The 'whole' above the 'parts'



3. VIBRANT MIXED-USE DEVELOPMENT

Promote intensity, diversity and adaptability of uses



4. PEOPLE CENTRED DESIGN

Ensure positive interfaces onto the public realm



5. PLACEMAKING

Create good quality open space through placemaking

URBAN DESIGN STRATEGY

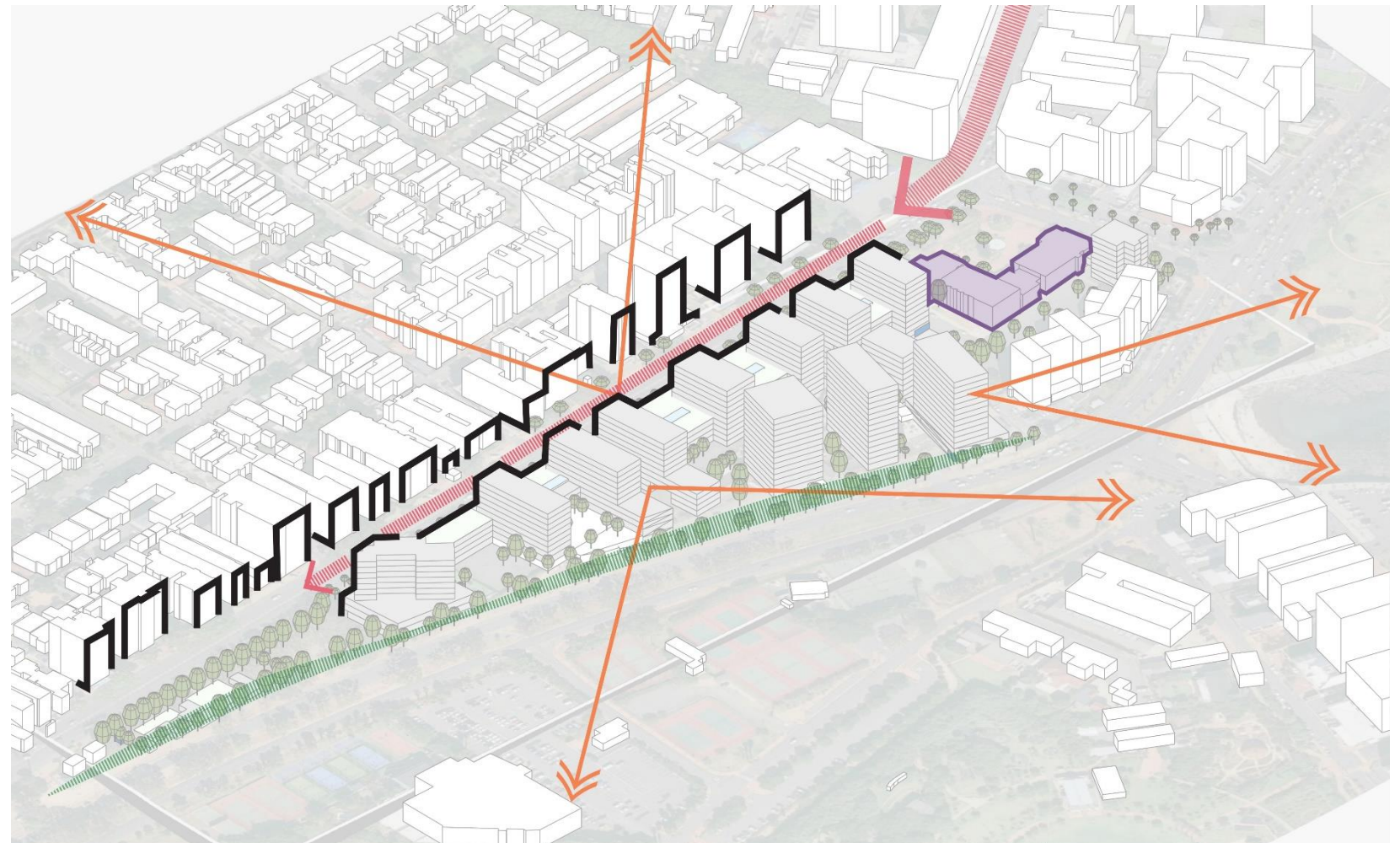
1. DISTINCTIVENESS AND A SENSE OF PLACE



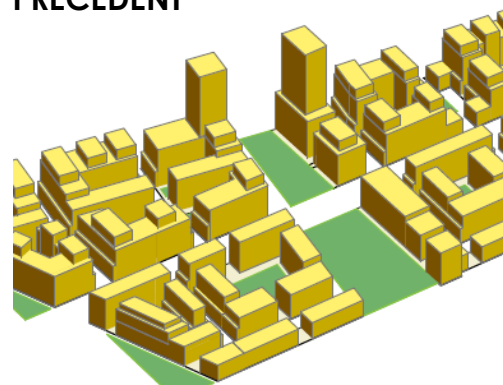
Respond to the character and identity of an area (Objective 9)

- **Contextual analysis and informants** guided the placement of buildings, circulation, and public spaces to align with the **existing character and urban grain** of the surrounding precinct.
- **Contextual building patterns and forms** were applied in the massing strategy to respect surrounding heights, align with existing block structures, and enhance visual cohesion across the site.
- **Continuity of the retail edge** was maintained to reinforce active street frontages.
- **Heritage assets** such as the Library, Civic Hall, and Eucalyptus Glade were retained and integrated into the design as focal points.
- **Key view corridors** were captured and enhanced, ensuring visual connections to significant landmarks and the surrounding landscape.

Key:



PRECEDENT



East Bayfront Precinct Plan- Toronto Waterfront Revitalisation



Marina Residential Estate, Waterfront



Northwood Ravin

URBAN DESIGN STRATEGY

2. INTEGRATION AND CONNECTIVITY



The 'whole' above the 'parts'
(Principle 4.1.2)

- Relationship to the **existing urban grain** shaped the alignment of **new streets and pathways**, ensuring continuity with surrounding block patterns and reinforcing a coherent urban structure.
- **Enhancement of the existing Fan Walk** was achieved by introducing active frontages, diverse uses, and public interfaces that animate the pedestrian route and encourage engagement.
- New pedestrian and vehicular connections were introduced to **improve permeability**, providing multiple access points into and across the site to support ease of movement.
- **Integration with larger pedestrian networks** such as the promenade and urban park ensures seamless spatial connectivity, extending walkability and linking the development to key city landmarks and recreational spaces.

Key:

- Existing Road Network
- Proposed New Road Network
- Pedestrian Network
- Helen Suzman Blvd.
- Main Road



PRECEDENT



Hermanus High Street



Somerset Road, Green Point



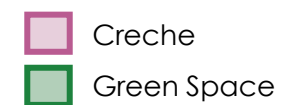
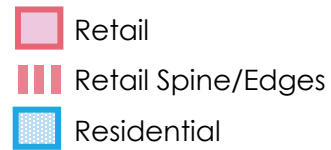
Jarvis Street, Green Point

URBAN DESIGN STRATEGY

3. VIBRANT MIXED-USE DEVELOPMENT



Key:



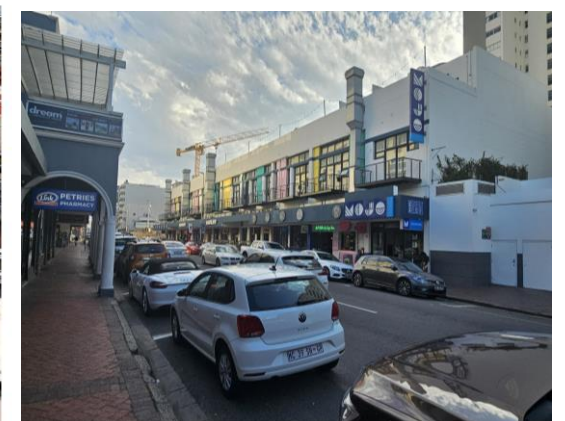
PRECEDENT



Eden on the Bay



Old Cape Quarter, De Waterkant



Sea Point Main Road

Promote intensity, diversity and adaptability of uses (Objective 5)

- **Diversity of land uses** is incorporated across the site to attract a wide range of users and create a vibrant, active environment throughout the day and night.
- **Clustering of complementary land uses** is strategically guided by site conditions and functional requirements to promote synergies between different activities.
- **Defined clusters-** civic, retail, and residential, are interconnected through a network of public spaces and linkages, ensuring seamless movement and mutual support between uses.
- **Flexibility and adaptability** are embedded in the development framework, allowing spaces to evolve over time and support multiple activities or changing community needs.

URBAN DESIGN STRATEGY

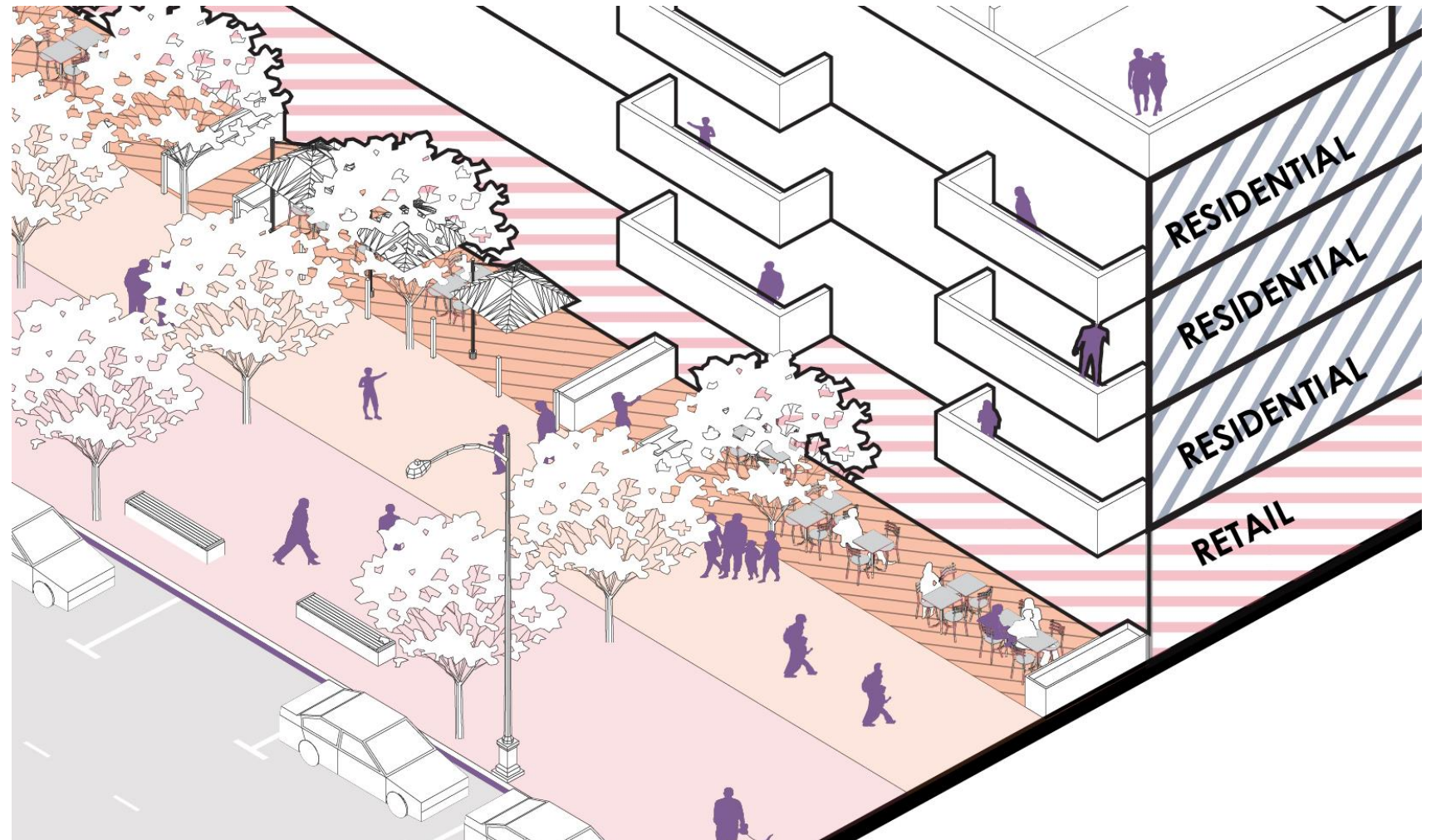
4. PEOPLE CENTRED DESIGN



Design streets as positive public space
(Objective 4)

Ensure positive interfaces onto the public realm (Objective 6)

- Built form is scaled and massed appropriately to ensure **comfortable human-scale environments** and a cohesive interface with the public realm.
- **Positive building interfaces** are established through active edges, transparent frontages, and ground-floor engagement to encourage social interaction and safety.
- **Public spaces** are designed with a strong sense of place and identity, integrating landscape and gathering areas.
- Activation of surrounding and internal streetscapes is achieved through mixed-use edges, **pedestrian prioritisation**, and non-motorised mobility networks, creating lively, walkable environments.



PRECEDENT



Sea Point Main Road



Eden on the Bay



Sea Point Main Road

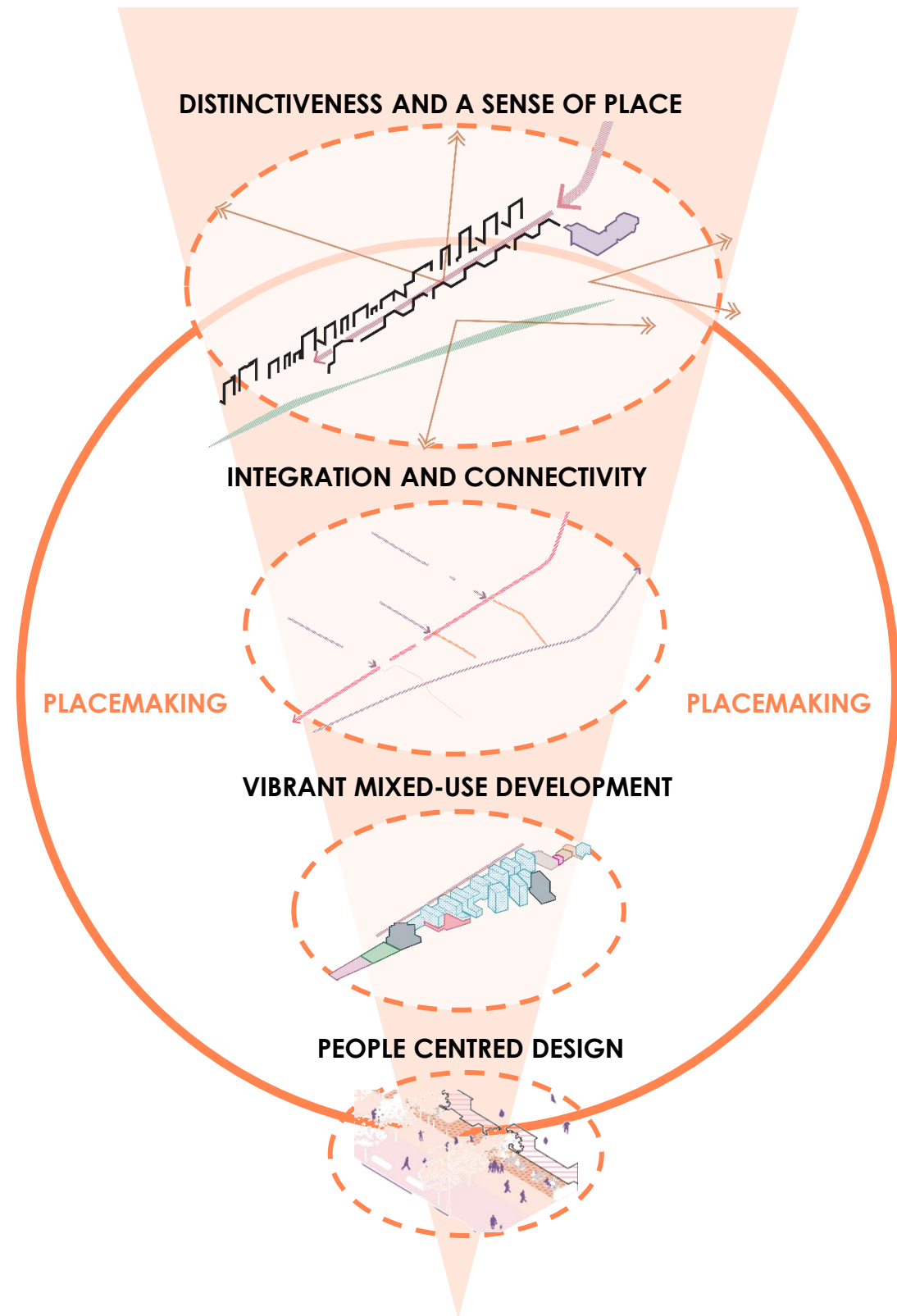
URBAN DESIGN STRATEGY

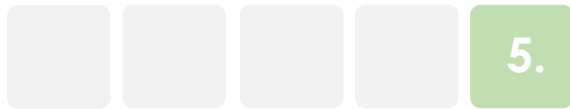
5. PLACEMAKING



Create good quality open space through placemaking (Objective 2)

- **Contextually integrated design** responds to natural features, heritage assets, and surrounding built form, significant views to reinforce identity and sense of place.
- **Connected and permeable** urban structure integrates with wider city networks to improve accessibility and walkability.
- **Diverse and complementary land uses** are clustered strategically to foster activity throughout the day and night.
- **Human-scaled** massing and urban grain and **activated public realm and streetscapes** ensure a comfortable, safe and vibrant urban environment.
- **Strong sense of place-making** is achieved through **layered spatial experiences**, meaningful public spaces, and a distinct spatial character.





Urban Design Strategy

OVERVIEW

1. Retained Vs Demolished
2. Retail Activation
3. Vehicular Network
4. Basement Parking & Services
5. Residential Blocks
6. Green Network
7. Pedestrian And Public Space Network
8. Overall Conceptual Framework Plan
9. 3d Massing Typologies
10. Mixed-use Development
11. Building Heights
12. 3d Massing Model
13. Interfaces
14. Retail Square
15. 3d Massing Articulation
16. Civic Node Precinct

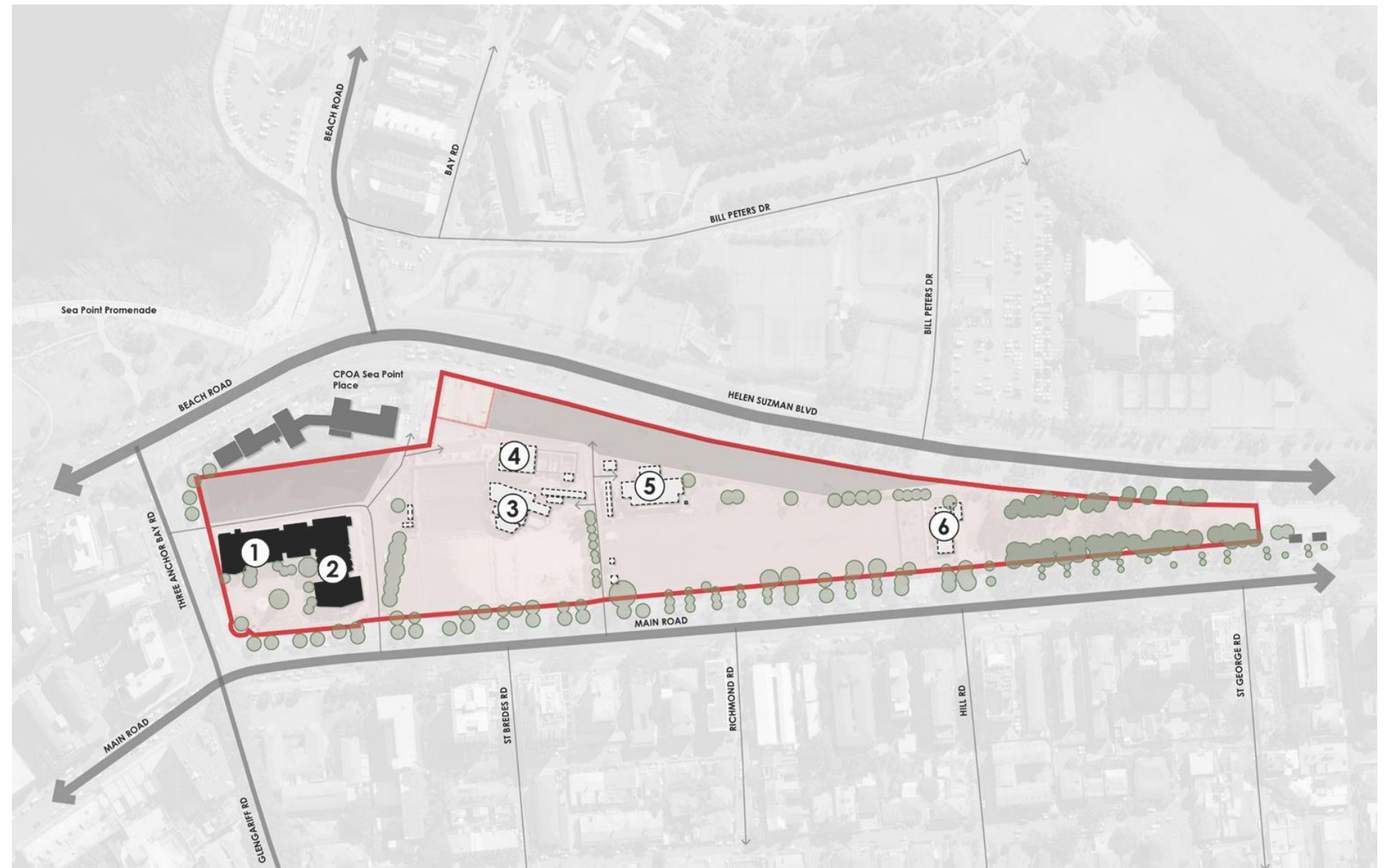
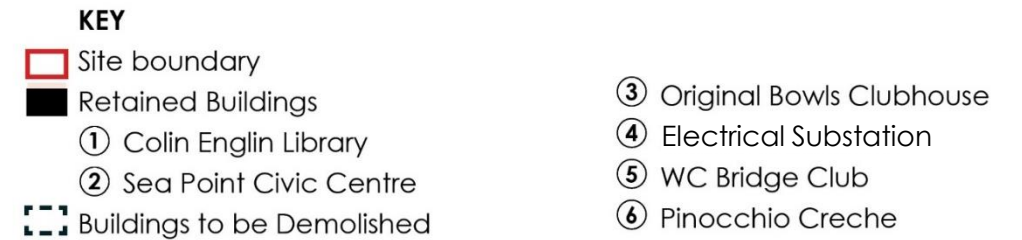
URBAN DESIGN STRATEGY

RETAINED VS DEMOLISHED

The proposal retains the Colin Eglin Library and Civic Centre as the cultural and architectural anchors of the site. As a strong example of Modernist architecture, the library is distinguished by its brise soleil façade and a series of well-preserved interior elements, including original bookshelves, parquet flooring, mosaic columns, timber panelling and ceramic foyer tiles. These features contribute to its heritage significance and collective memory. The buildings will be sensitively restored and upgraded to enhance functionality while maintaining their architectural integrity.

The existing structures, namely the Pinocchio Crèche, Bowls Clubhouse, Western Cape Bridge Club, and Electrical Substation, are proposed to be demolished to unlock the site's development potential.

This approach balances conservation with renewal, allowing for future growth while retaining the most significant heritage and character-defining elements of the precinct.



URBAN DESIGN STRATEGY

RETAIL ACTIVATION

Findings from the contextual analysis of Sea Point Main Road highlight the presence of an established retail edge to the west of the site. The proposed design seeks to extend and strengthen this retail frontage along the southern boundary of the development, creating a continuous and active streetscape.

Additional retail opportunities are distributed deeper within the site to enhance accessibility and activate internal public spaces. As illustrated in the adjacent diagram, the retail component can accommodate a variety of formats and scales, supporting a diverse mix of uses in line with the recommendations identified in the Market Analysis Report.

The proposal include the following retail opportunities:

- ① A smaller scale component at the corner of Beach and Three Anchor Bay Road.
- ② Outdoor café area in the civic node forecourt to serve as an element of activation for that space.
- ③ Ground floor retail edge along Main Road.
- ④ Consolidated retail offering on the ground floor with retail square on first floor.
- ⑤ Retail components associated with the hotels
- ⑥ Smaller scale retail offerings within the proposal.



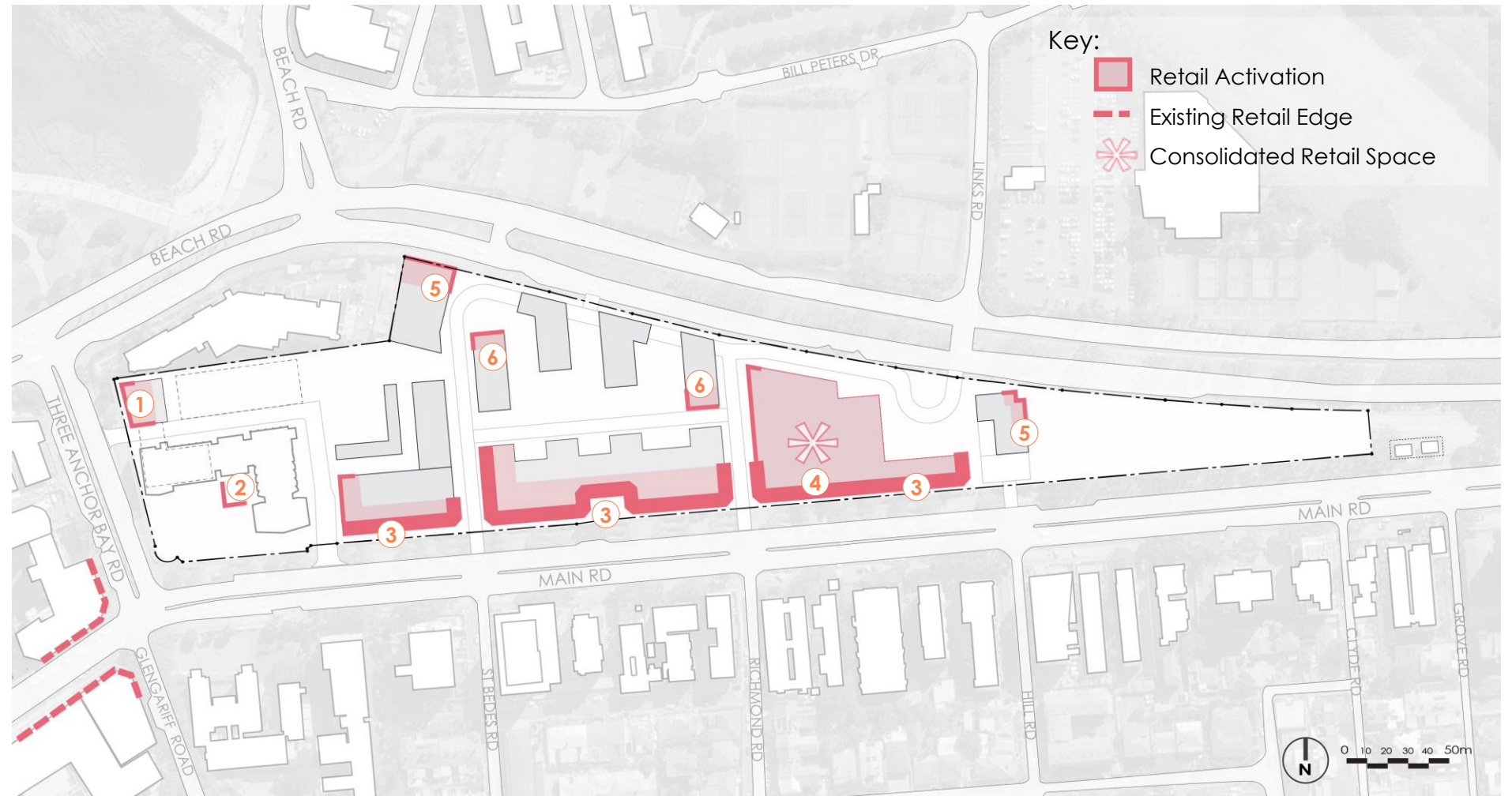
Shade cloth and landscaping at Woodmead Value Mart in Johannesburg



Eden on the Bay, Big Bay, Cape Town (Retail and Residential)



Eikestad Mall, Stellenbosch (Retail, Offices and Residential)



URBAN DESIGN STRATEGY

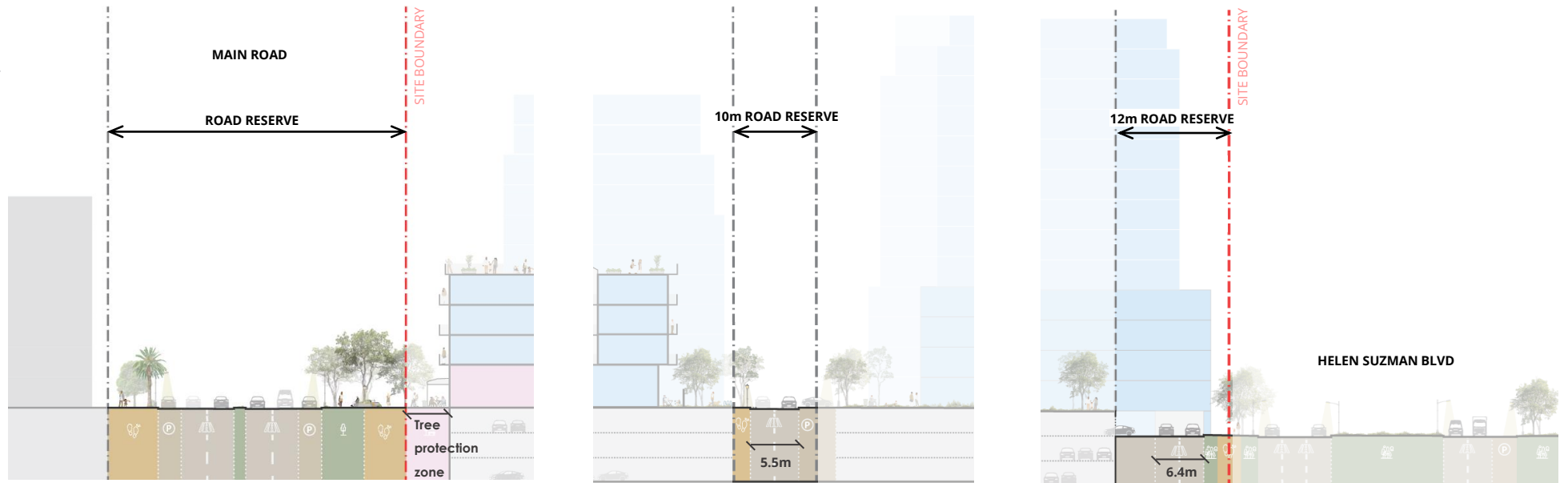
VEHICULAR NETWORK

The proposed vehicular network is designed to enhance permeability and strengthen connectivity between the site and the surrounding urban structure. The strategy promotes continuity of the existing road network while supporting both vehicular circulation and pedestrian movement through the introduction of new streets and pathways aligned with the surrounding block pattern.

To the south of the site, St Bedes Road and Richmond Road are extended across Main Road into the development, reinforcing existing movement patterns and improving accessibility. The intersection of Richmond Road and Main Road is envisioned as the primary entrance to the development and is proposed to be signalised to ensure safe and efficient access. Along the northern edge of the site, adjacent to Helen Suzman Boulevard, access points are proposed as a left-in and a left-out to minimise disruption to the existing traffic flow. All proposed intersections will comply with the required intersection setbacks as determined by the transport engineer.

The new internal streets are envisioned as pedestrian-focused environments, incorporating wide sidewalks, landscaping, and active building edges to create a high-quality public realm. Carriageway dimensions will align with Class 5B and 5C road standards.

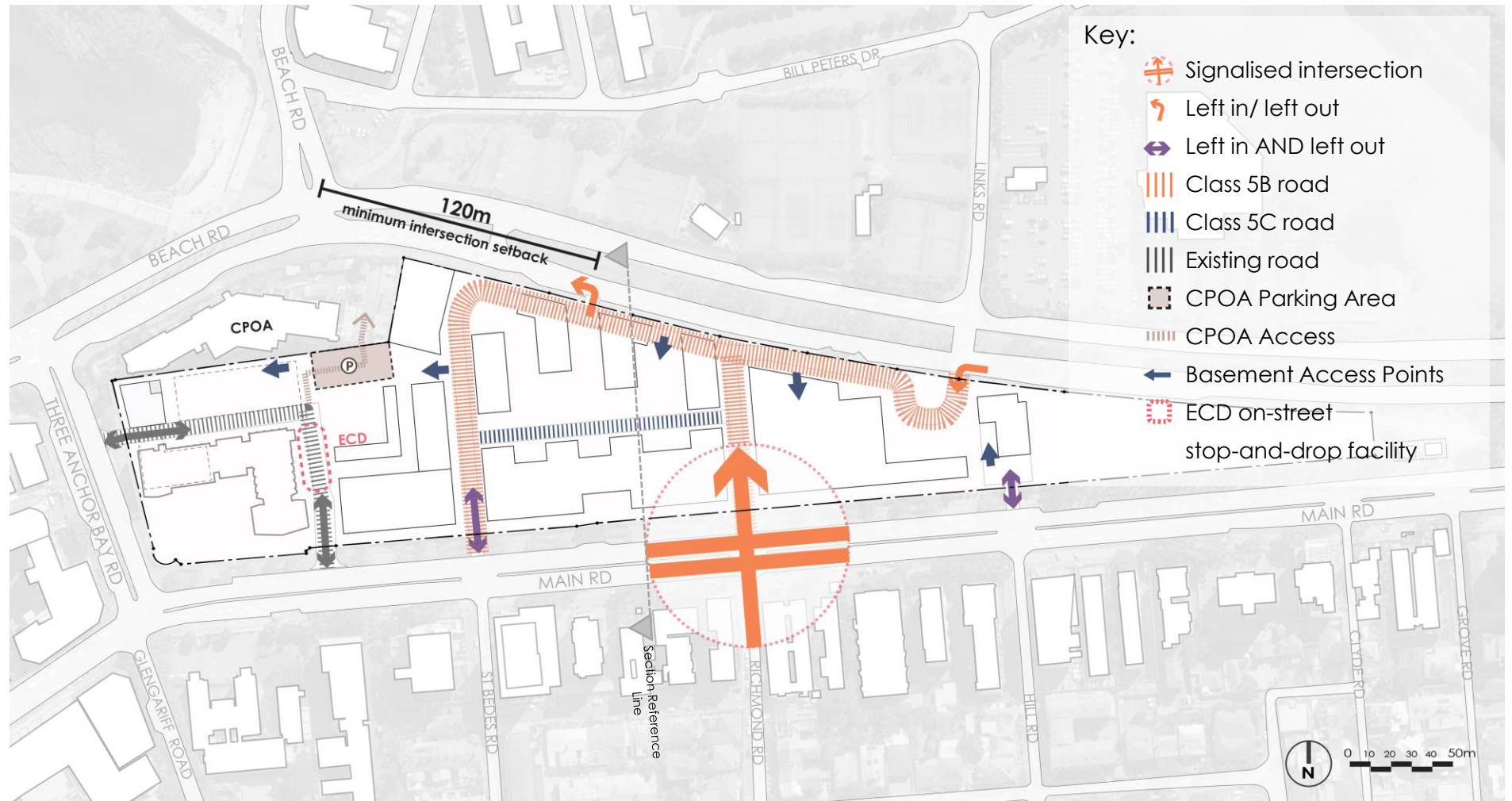
Due to the natural slope of the site from south to north, at-grade basement access is best accommodated along the northern edge. The existing road surrounding the civic node will be retained as part of the network.



Section through Main Road - Class 4 Road

Section through Internal Street - Class 5C Road

Section through Helen Suzman Blvd. & Class 5B Road



URBAN DESIGN STRATEGY

BASEMENT PARKING & SERVICES

The diagram adjacent illustrates the basement levels. Basement access is primarily located along the northern edge of the site, where the natural topography allows for convenient at-grade entry. Basement Level -1 is divided into three segments, aligned with the proposed road network above. This configuration enables the integration of landscaping and services. Basement Levels -2 and -3 are arranged as a super-basement. The basement structure accommodates approximately 1 895 parking bays across all levels. With an additional approximately 80 parking bays accommodated at grade. Totalling approximately 1975 parking bays. Along the Main Road edge, the basement structure is set back from the property boundary to accommodate the root protection zone of the trees lining the Fan Walk avenue. Refuse storage is accommodated in the basement and serviced from the new internal road network.

Existing civil services crossing the site have been reconfigured to support the proposed development while maintaining connections to the surrounding bulk infrastructure network. The internal road network will function as service corridors, linking directly to infrastructure along Helen Suzman Boulevard and Main Road.

With regards to electrical infrastructure, the development will accommodate three new mini substations (6m x 4m each) and one primary substation (20m x 10m). To optimise developable land, the primary substation is proposed to be integrated within a new building. It is incorporated within the retail component, where servicing can occur from the rear and where the land use above is retail, thereby minimising potential impacts on residential functions.

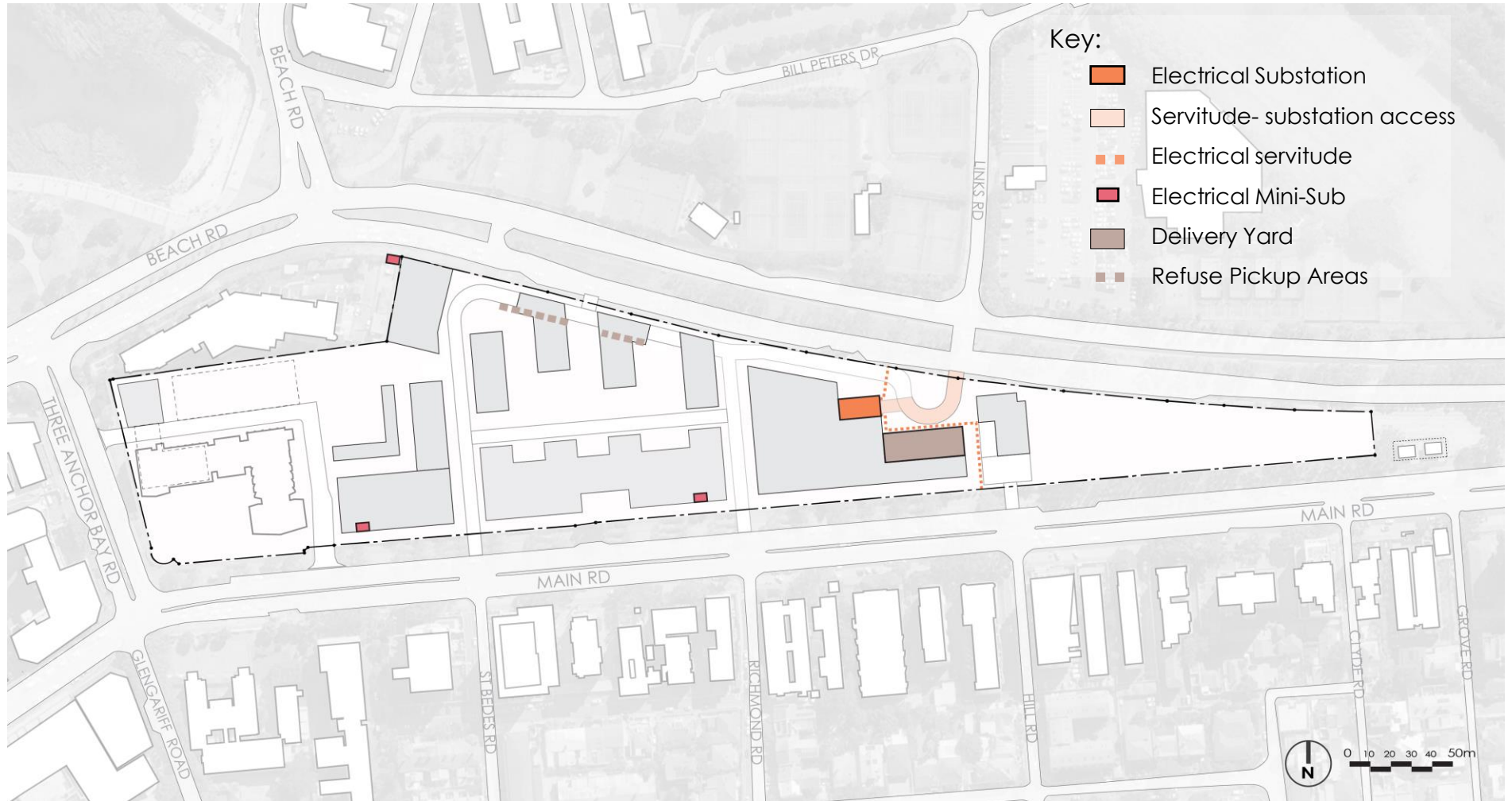
A dedicated delivery yard is located at the rear of the consolidated retail component with direct access from Helen Suzman Boulevard.



Basement Parking Level -1
Approximately 513 parking bays



Basement Parking Level -2 & -3
Approximately 690 parking bays per level



URBAN DESIGN STRATEGY RESIDENTIAL BLOCKS

The residential component forms the primary land use within the development and constitutes the majority of the built form.

The placement, articulation, and massing of the proposed buildings are informed by the surrounding urban context, including the existing form, grain, and scale of development in the area. Key findings from the contextual analysis have been integrated into the design approach to ensure an appropriate urban response.

Along Main Road, the development adopts a strong linear edge in the form of a podium that actively addresses the street. This podium establishes a continuous urban frontage and supports active ground-floor uses, with residential tower elements positioned above to create vertical variation while maintaining a coherent street interface.

In contrast, the residential blocks along Helen Suzman Boulevard adopt a different character. Here, the podium elements are intentionally separated rather than continuous, reflecting patterns observed along Beach Road and introducing variety in the built form and streetscape.

The tower elements are carefully oriented and aligned to maintain slender building profiles and to allow visual permeability along the north-south axis.

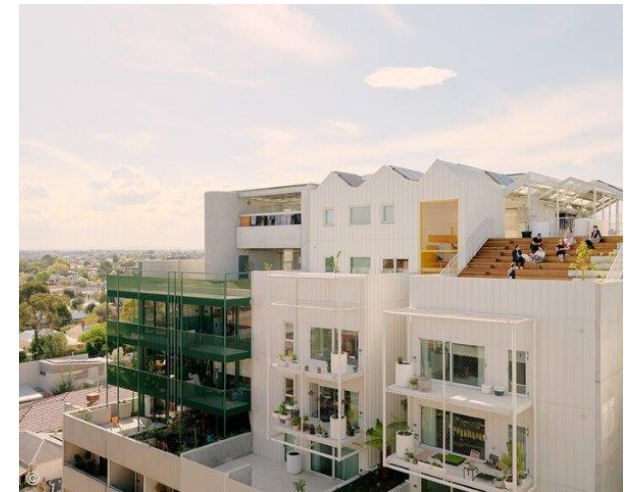
The hotel components are strategically located on prominent sites within the development. Hotel Block 1 capitalises on panoramic views of the promenade, the ocean, and the Green Point Urban Park. Hotel Block 2 is positioned to create a landmark presence and gateway condition along Main Road.



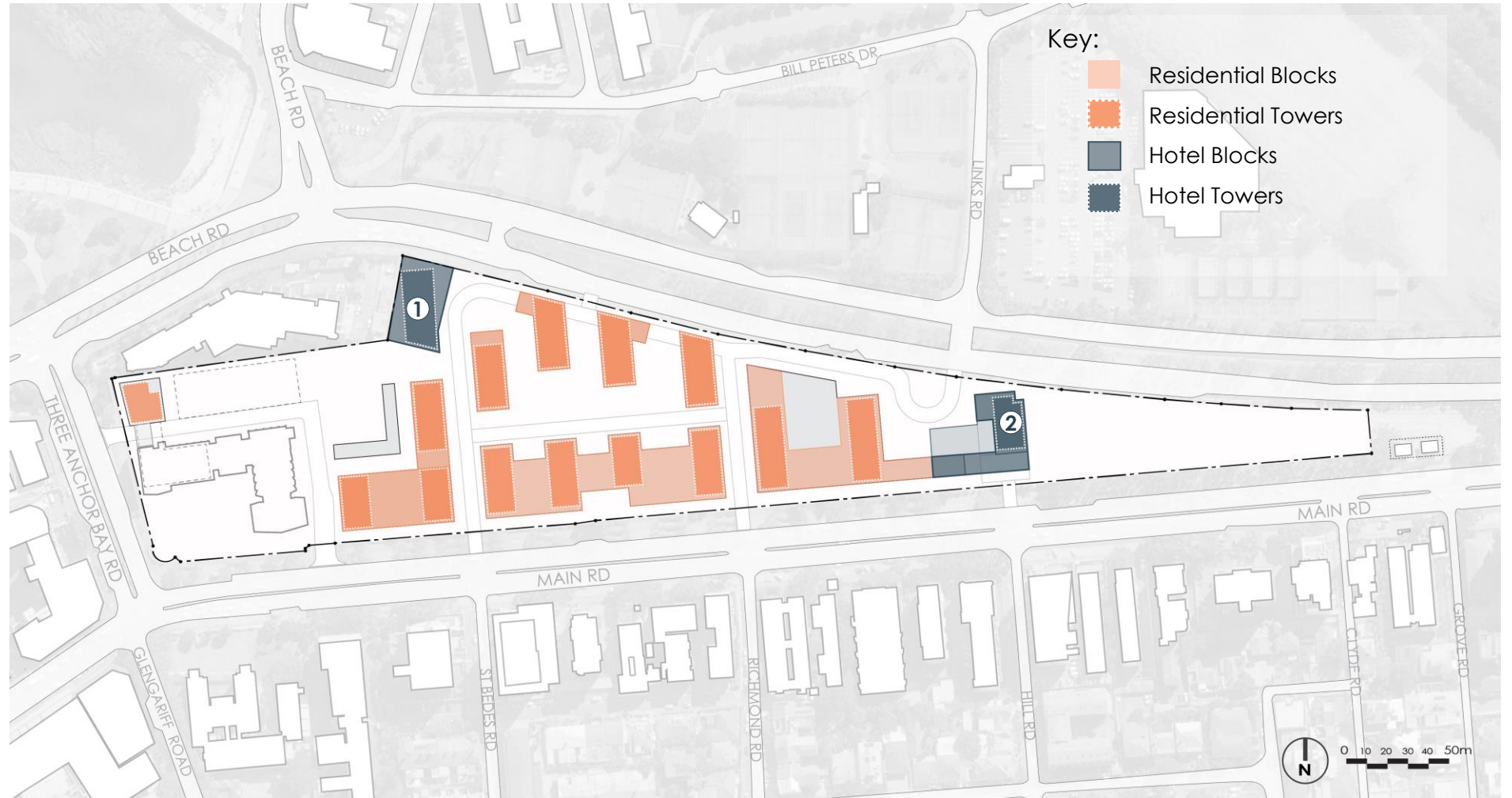
Destrier Housing Block Pierre Blondel Architectes, Bruxelles, Belgium



Multimodal Hub and Offices / DREAM + AIA Life Designers, Nantes, France



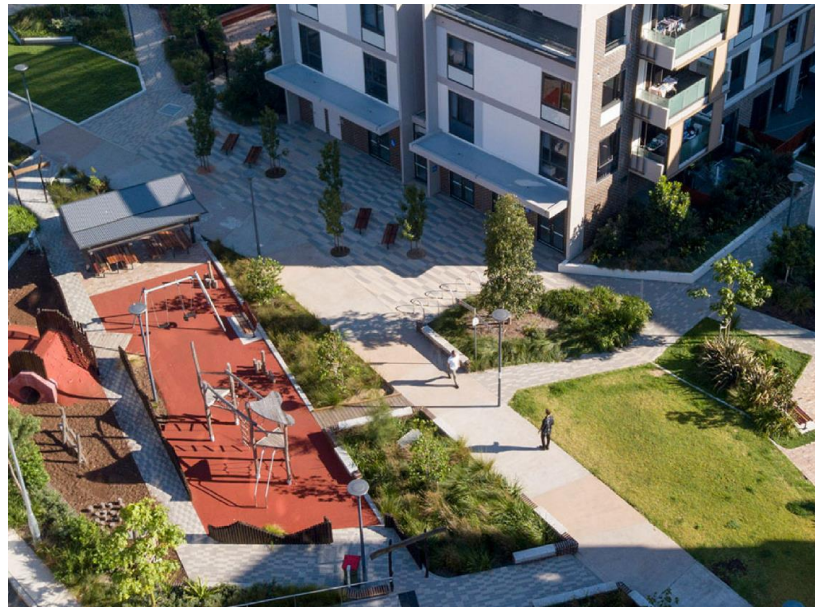
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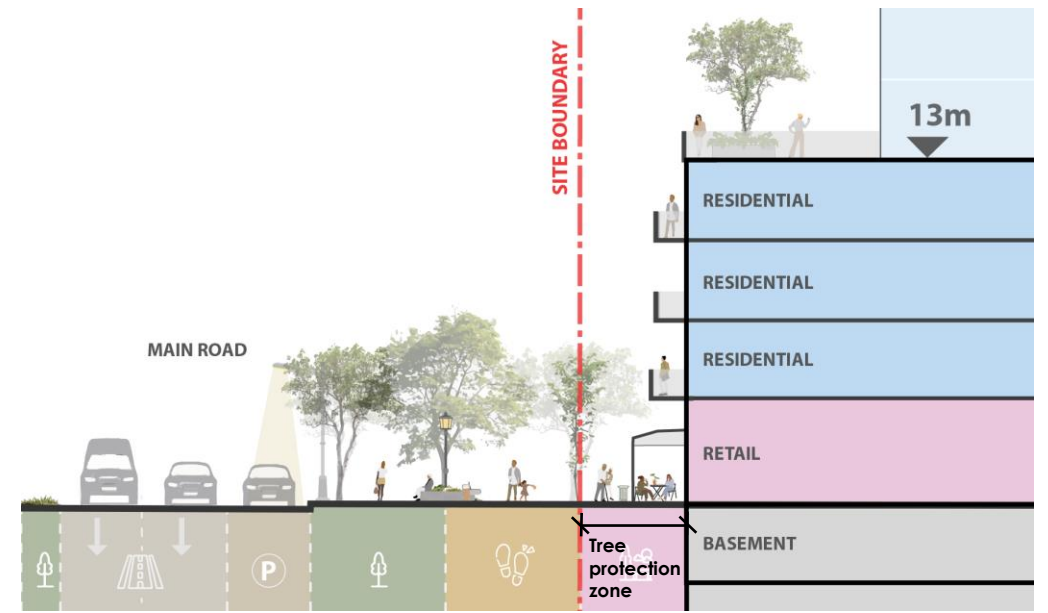
URBAN DESIGN STRATEGY GREEN NETWORK

The green network builds on existing site conditions and environmental informants to establish a connected landscape framework that integrates the proposed development with its surrounding context, including the adjacent promenade. Key components of the network includes the following informants:

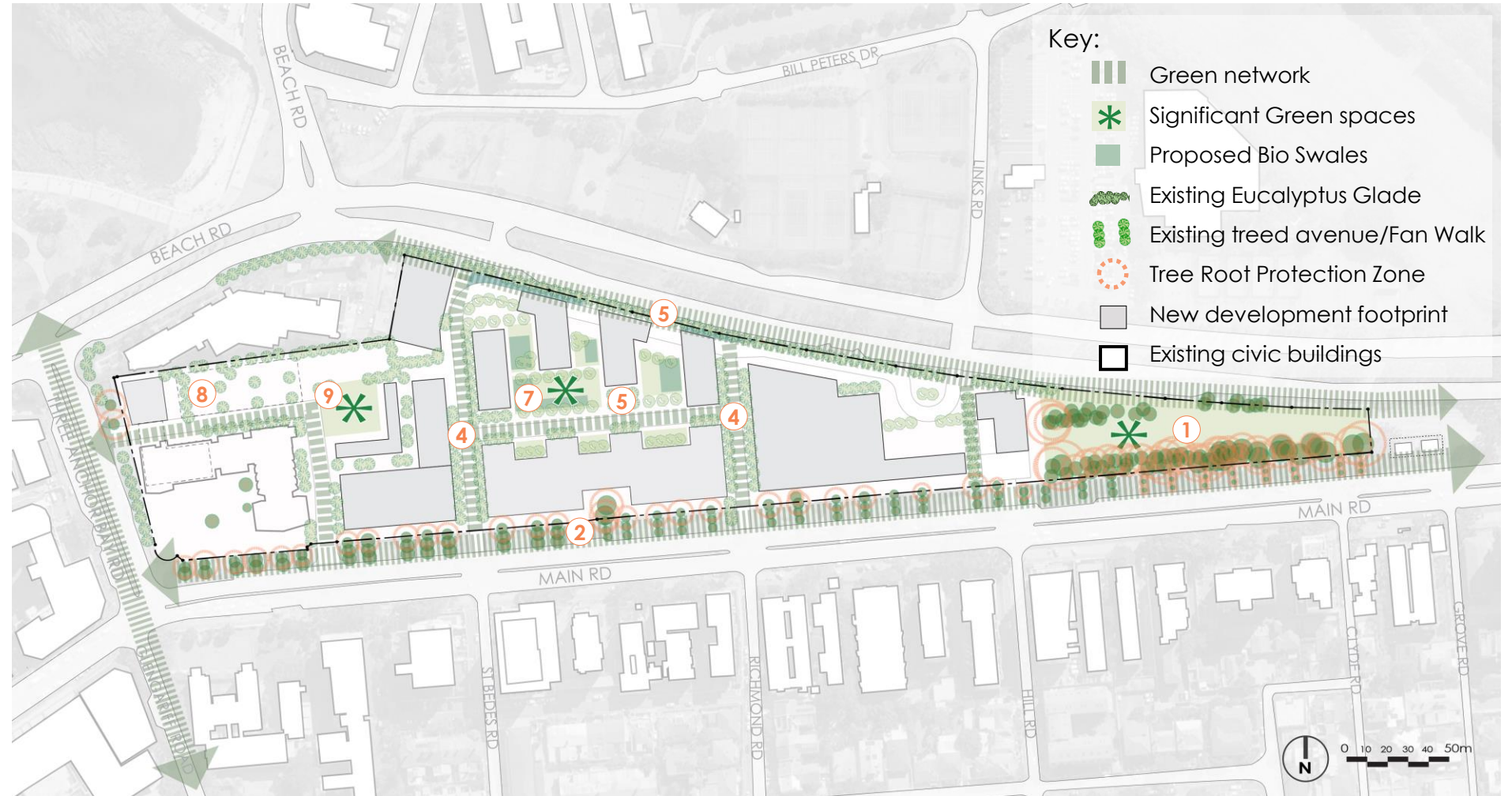
- 1 The retention of the existing Eucalyptus Glade, which holds heritage significance. Due to the protected status of these trees and the spatial constraints they impose, the area beneath the canopy will remain largely open and flexible in use.
- 2 The existing Fan Walk treed avenue will be retained to preserve its distinctive character and to strengthen pedestrian connectivity. The building edge is offset from the site boundary along the edge to protect the existing tree root zones.
- 3 The tree roots protection zones along the site boundary are highlighted to retain the existing trees along the Fan Walk avenue as well as the Eucalyptus glade on the eastern portion of the site.
- 4 Within the development, the proposed road network will incorporate landscaped sidewalks and tree planting to create a comfortable pedestrian environment.
- 5 Additional tree planting along Helen Suzman Boulevard will act as a visual screen in accordance with heritage guidance.
- 6 The network also includes a residential pocket park,
- 7 Bioswales for stormwater management,
- 8 Landscaped parking courts to reduce visual impact and improve microclimate conditions, and
- 9 Dedicated outdoor play areas associated with the proposed crèche.



Internal Park Precedent: Hudson Street Park, Sydney, Australia



Section through Main Road Fan walk edge



URBAN DESIGN STRATEGY PEDESTRIAN AND PUBLIC SPACE NETWORK

Key urban design strategies have been implemented to strengthen the public space network within the development and improve its connections to the surrounding urban context. This approach is demonstrated through the following interventions:

- ① The existing civic forecourt, which holds heritage significance, will be sensitively upgraded to enhance its function as an active public space. This will be achieved through the careful adaptation and activation of the existing civic buildings surrounding the node.
- ② The existing Fan Walk will be enhanced through the introduction of an active retail edge. Restaurants and retail uses are envisaged to spill out onto the space, creating a vibrant pedestrian environment and strengthening the public realm.
- ③ The internal green space within the development is designed to primarily serve residents living within the precinct, providing accessible recreational and social space.
- ④ The retail square at first-floor level extends the activity of Main Road into an elevated public space overlooking the Green Point Urban Park, offering a unique retail and social environment for both the development and the surrounding neighbourhood.
- ⑤ The park to the west will function as a transitional landscape, mediating between the existing urban context and the new development.
- ⑥ The pedestrian network builds on existing routes and crossings, strengthening connections through the site and linking to major public spaces.



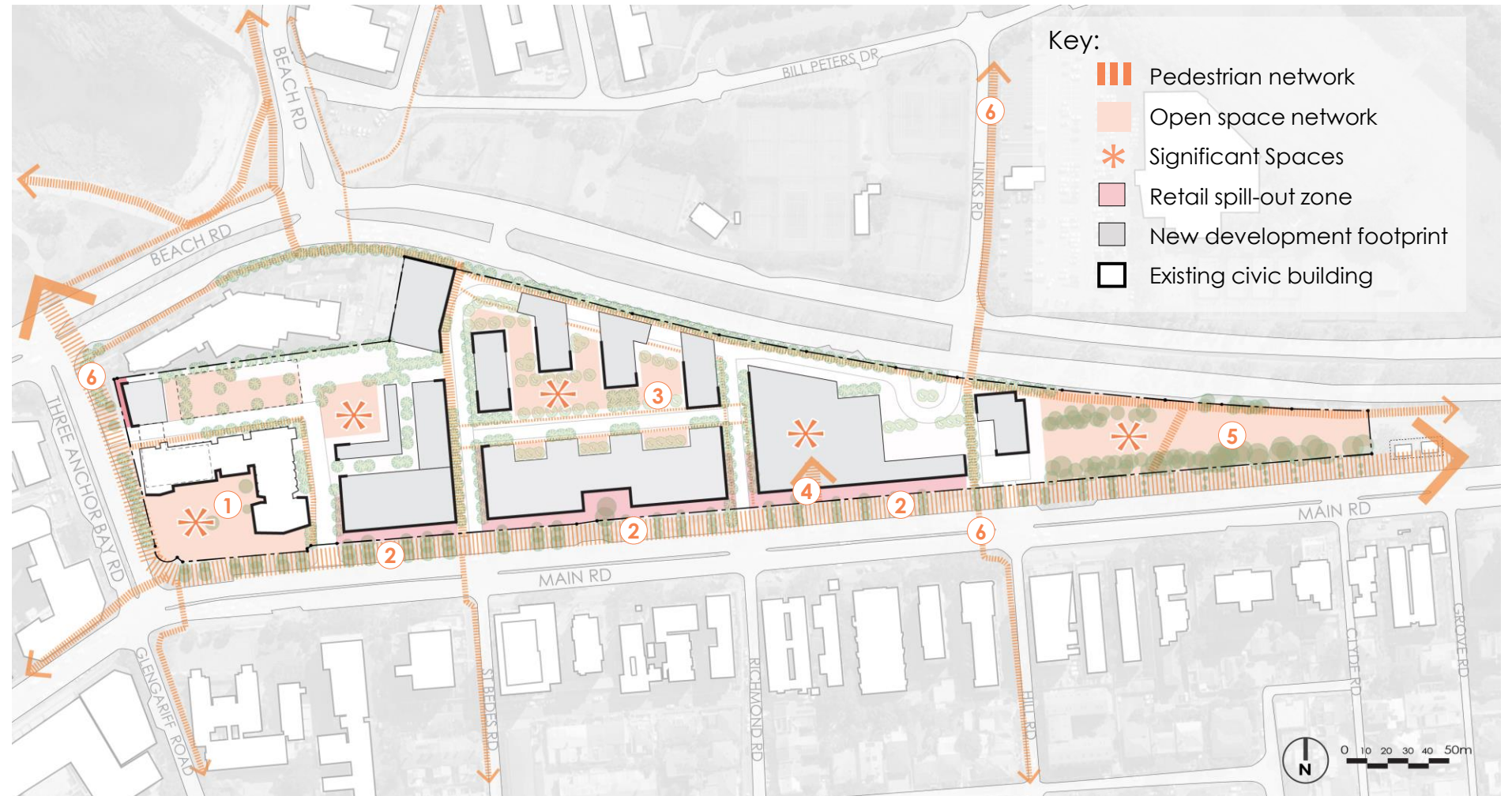
Bollards and change in paving texture in Hermanus by Gapp Architects



Walkable streets with demarcation through trees, bollards and street furniture in De Waterkant St, CT



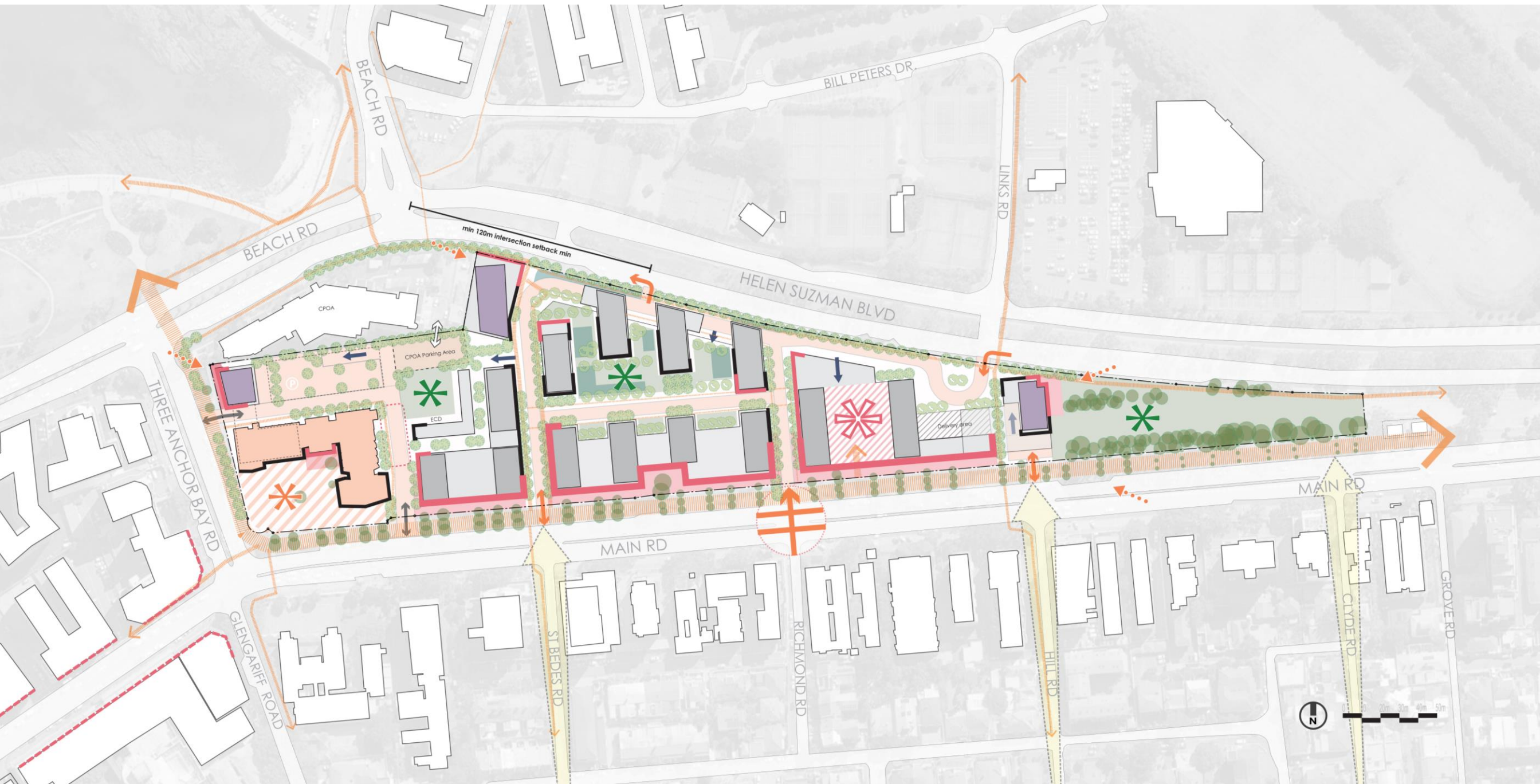
Raised and Paved Intersections as well as wide sidewalks to accommodate restaurant/retail spill out at Melrose Arch, Johannesburg.



URBAN DESIGN STRATEGY
**OVERALL CONCEPTUAL
 FRAMEWORK PLAN**

KEY

- | | | | | |
|-------------------|--------------------------|--------------------------|-------------------------|------------------|
| RETAIL EDGE | CIVIC HERITAGE BUILDINGS | NEW FULL INTERSECTION | NEW DEVELOPMENT PODIUM | NEW TREES |
| VIEW CORRIDORS | CIVIC FORECOURT | LEFT IN AND/ OR LEFT OUT | NEW DEVELOPMENT TOWERS | SOFT LANDSCAPING |
| PRIME LOCATION | GREEN COURTS | BASEMENT ACCESS | PEDESTRIAN NETWORK | BIOSWALES |
| GATEWAY BUILDINGS | RETAIL SQUARE | DELIVERY AREA | EXISTING TREES RETAINED | |

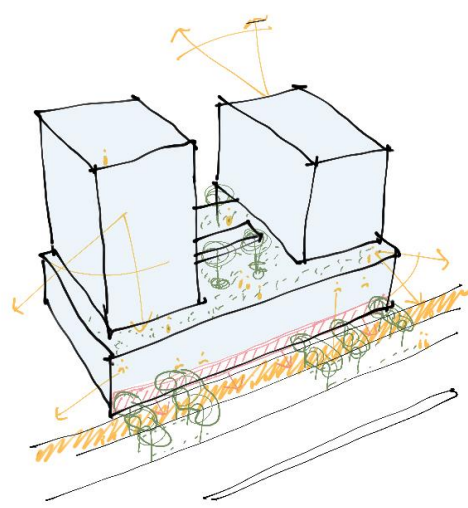


URBAN DESIGN STRATEGY 3D MASSING TYPOLOGIES

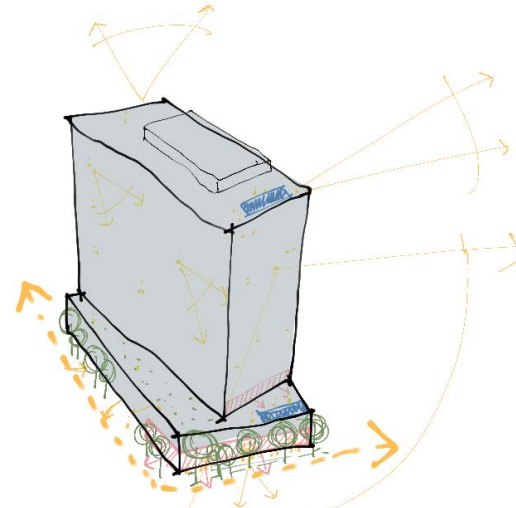
In coordination with the broader design strategies, the following typologies have been developed:

- ① **Podium and Tower Typology:** This typology establishes a four-storey podium that responds directly to the street scale. Above, the tower element is set back or visually separated to reduce perceived bulk and articulate the overall massing.
- ② **Hotel Typology:** incorporates a two- to three-storey podium accommodating hotel-related functions, with the tower component expressed as a distinct element above.
- ③ **Helen Suzman Boulevard Edge:** a variation of the podium-and-tower typology is applied as singular building blocks. This approach creates a permeable edge compared to Main Road, while the podium extends across the service road to screen basement access and maximise developable area.
- ④ **Retail Square Typology:** This variation adopts a similar massing approach but introduces an elevated retail square, with retail uses at podium level and residential and mixed uses above.
- ⑤ **Library Extension:** The library extension is conceived as a two-level podium, with the library located on the second level and connected to the existing library via a lightweight bridge. Retail opportunities are proposed at ground level, with potential for additional development above. Additionally, a lightweight sensitive addition is proposed above the existing library.
- ⑥ **Crèche Typology:** a simple L-shaped building that encloses and defines a secure outdoor play area.

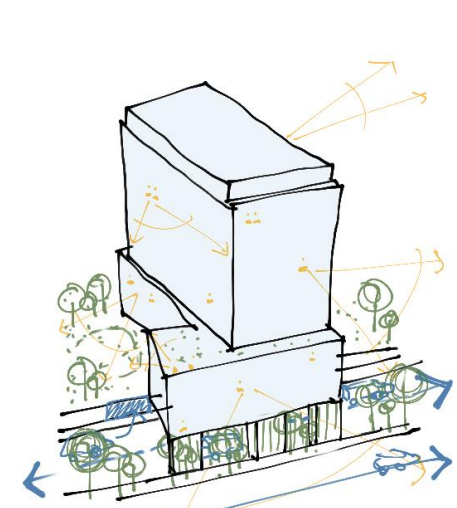
The typologies are based on a 7.8 m × 8.5 m basement structural grid, ensuring alignment between structural systems, lift cores, and basement vehicular circulation.



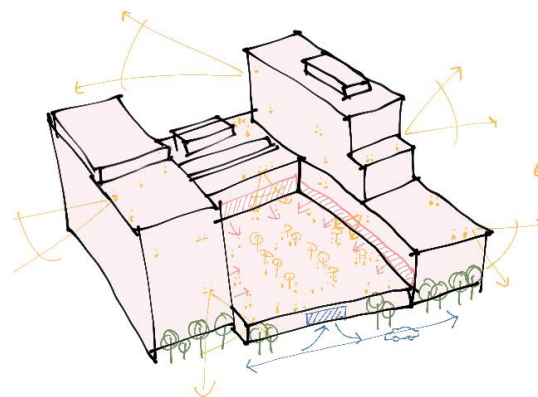
① Podium & Tower Typology



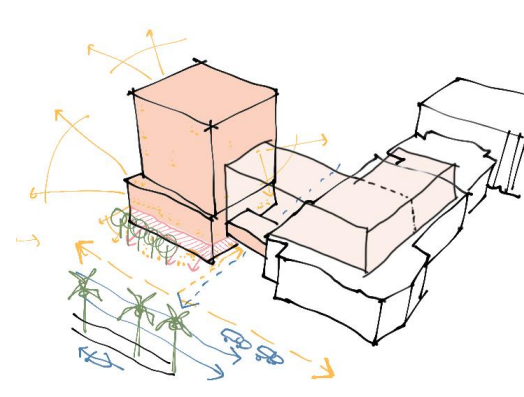
② Hotel Typology



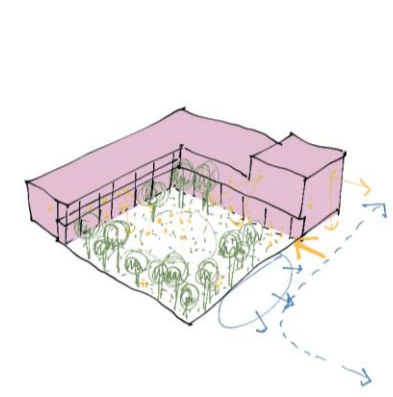
③ Helen Suzman edge Typology



④ Retail Square



⑤ Library addition massing diagram



⑥ ECD massing diagram

URBAN DESIGN STRATEGY









MIXED-USE DEVELOPMENT

Informed by the Market Analysis Report, the urban design concept incorporates a diverse range of land uses within the development. This approach aligns with the urban design objective to promote intensity, diversity, and adaptability of uses (Objective 5). The integration of varied land uses across the site is intended to attract a broad spectrum of users and create a vibrant and active environment throughout the day and night.

Clustering of complementary land uses has been strategically informed by site conditions and functional requirements in order to strengthen relationships between activities and support an integrated development. This is demonstrated through the following:

- ① **Civic Node and Crèche Relationship:** The crèche is located in proximity to the civic node, supporting community-focused activities and shared public use.
- ② **Retail Activation along Main Road:** A retail street along Main Road is supported by consolidated ground-floor retail and an elevated retail square on the first floor, reinforcing an active commercial edge.
- ③ **Residential Placement:** Residential units are generally located above ground floor and positioned towards the interior of the development to establish appropriate public-private interfaces and ensure separation from the most active public areas.
- ④ **Hotel Placement:** Hotels are positioned at either end of the development, acting as bookends that respond to their specific operational and spatial requirements.

KEY

	Library		Hotel
	Civic Centre		Green Space
	Retail		Crèche
	Residential		Retail Spine / Edge



URBAN DESIGN STRATEGY

BUILDING HEIGHTS

The proposed building heights respond to a balance between maximising development potential in this prime, well-connected location and responding sensitively to the surrounding urban context in terms of scale, grain, and existing built form. The overall strategy introduces a varied height profile across the site, creating hierarchy, visual interest, and a coherent urban skyline.

Along Main Road, a consistent four-storey podium establishes a strong and active street edge. Above this podium, the majority of tower elements rise to approximately 30 meters. At key locations, identified as Points A, B, and C, the building heights increase to 45 meters. These taller elements function as landmarks and visual markers along Main Road, framing important moments along the route and creating identifiable bookends within the urban structure.

Along Helen Suzman Boulevard, the development adopts a similar approach, with buildings generally formed by a four-storey podium that engages the street, supporting taller tower elements rising to 45 meters. This reinforces the prominence of the boulevard while maintaining a consistent urban edge.

Overall, the massing strategy establishes a clear height gradient. Lower-scale podiums of two to four storeys define the street interface and activate the public realm, while the more slender tower elements rise from this base. This approach ensures an active and human-scaled streetscape while accommodating increase density above.



URBAN DESIGN STRATEGY 3D MASSING MODEL

HELEN SUZMAN BLVD. VIEW



URBAN DESIGN STRATEGY 3D MASSING MODEL

MAIN ROAD VIEW



URBAN DESIGN STRATEGY INTERFACES

The urban design strategy introduces varied building interfaces and ground-level activation to respond to the surrounding streets and public spaces while creating a coherent and engaging public realm.

Along Main Road, the design recognises the significance of the tree-lined Fan Walk and retains this defining landscape feature. Buildings are set back to protect the root zones of the existing trees and maintain the special character of the avenue. The ground floor along this edge is activated through a continuous retail frontage, extending the commercial activity of Sea Point Main Road into the site. Above the retail component, residential units form a four-storey podium that establishes a strong street edge. This podium also accommodates an elevated recreational space for residents. The podium includes a gallery space with sky light to allow for light to filter down into the internal corridor spaces. Above the podium, tower elements are setback and rise to 30 meters.

The internal street is designed with a more residential character, serving the immediate residents of the development. Active residential frontages overlook an internal pocket park, creating a quieter and more intimate environment that supports everyday neighbourhood life.

Along Helen Suzman Boulevard, the development adopts a similar podium-and-tower typology. A four-storey podium engages the street, with tower elements rising to 45 meters in response to the scale of this higher-order road. This approach reflects the surrounding built form, referencing the taller buildings along Mouille Point Beach Road that frame the Green Point Urban Park.



Main Road Interface Characteristic
Sea Point Main Road

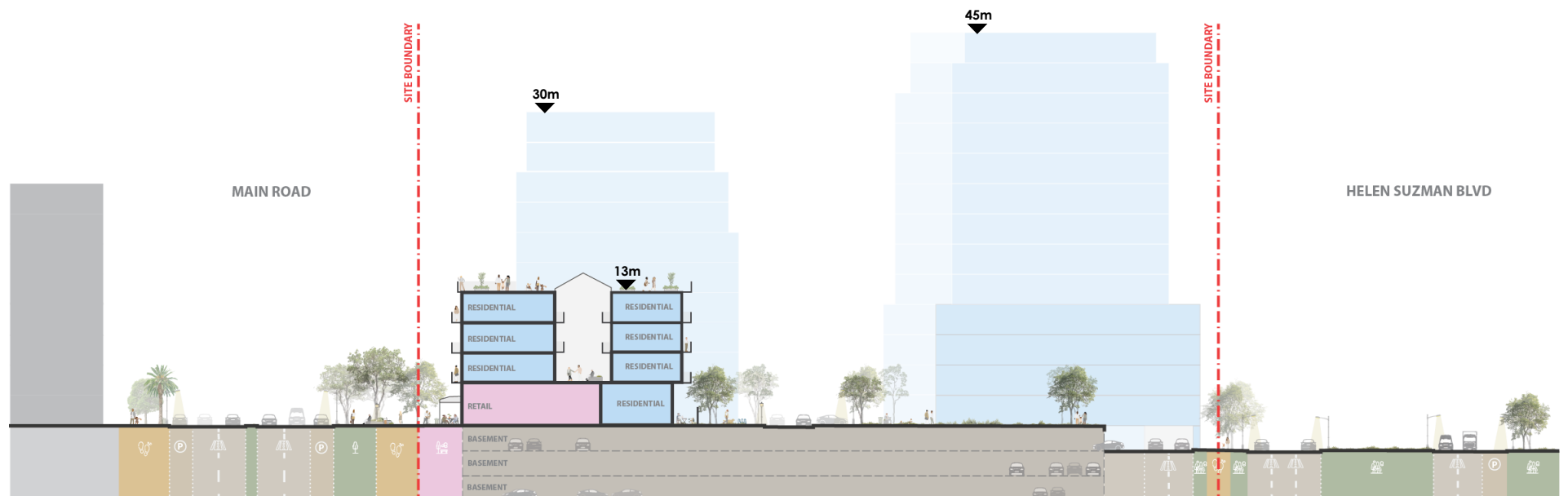


Internal Street Characteristic
Reference to be added



Key:

- Retail
- Residential
- Hotel
- Gallery
- Basement
- Pedestrian Pathways
- Green Space



URBAN DESIGN STRATEGY RETAIL SQUARE

The retail square concept introduces an elevated public and commercial space that builds upon the overall massing strategy of the development.

Retail uses are primarily concentrated at ground-floor level along Main Road to establish an active and engaging street edge, while an elevated retail square at first-floor level expands the retail and social environment within the site. This approach consolidates the retail offering while creating a layered commercial experience that extends activity beyond the street.

The elevated square is intended to function as a vibrant public space that draws people into the development. Positioned to overlook the Green Point Urban Park, the space offers visual connectivity to the surrounding landscape while providing a unique setting for retail, dining, and social activity.

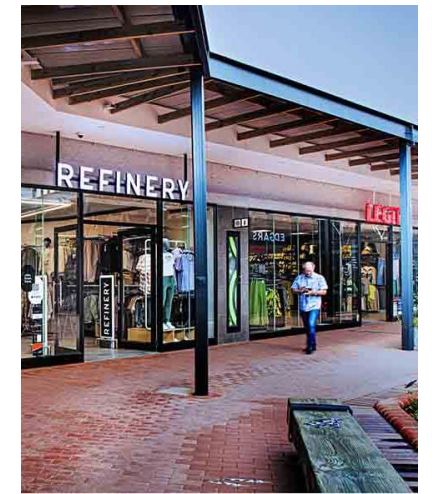
The intention is to create a distinctive destination that not only supports the commercial viability of the development but also contributes positively to the broader public realm and surrounding neighbourhood.



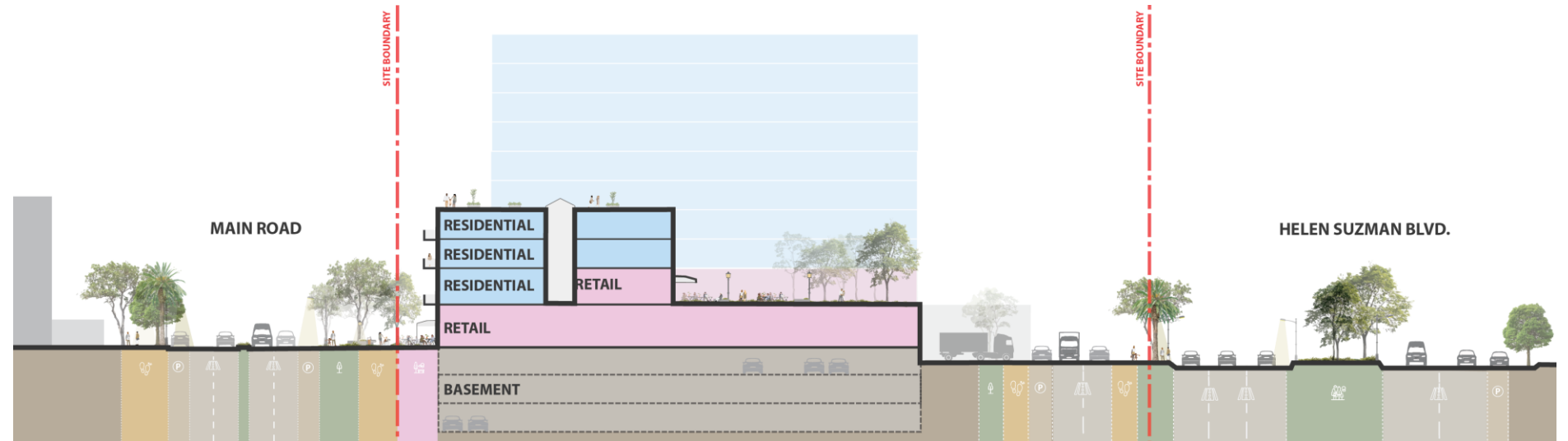
V&A Waterfront, Cape Town



Green Market Square, Cape Town



Westtown Square, Durban



URBAN DESIGN STRATEGY

3D MASSING ARTICULATION

The purpose of this section is to illustrate how the urban design massing typologies developed can be articulated into a range of architectural identities and responses. While the urban design principles establish a coherent framework that anchors the overall development, they also allow for flexibility in architectural expression. This approach encourages diversity in building form, façade articulation, and programmatic response, enabling the development to integrate sensitively with the surrounding urban fabric while maintaining a unified spatial structure.

The precedent images referenced demonstrate how the podium-tower typology can accommodate different architectural expressions depending on programmatic requirements and user needs. Variations in materiality, façade treatment, and tower placement illustrate how a consistent massing strategy can still produce a diverse and visually engaging built environment. These principles are intended to guide the architectural development across the broader site.

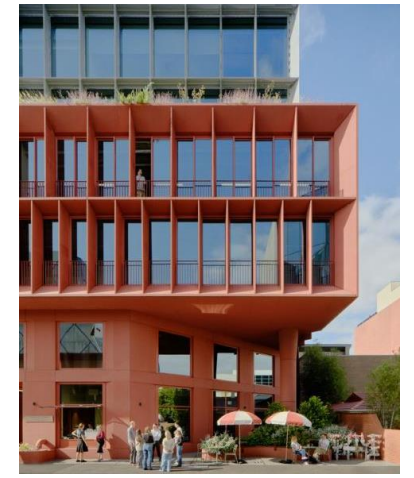
The adjacent 3D illustrations apply this approach directly to the proposed urban design massing and respond specifically to the Main Road interface. On the left, the podium incorporates an active retail edge at ground level, with an elevated recreational terrace above. The tower element is set back from the podium edge, creating a clear distinction between the two components. On the right, the ground floor retail interface is defined by a colonnade of varying heights, generating visual interest and pedestrian shelter, while the tower is elevated on columns to create a visual separation from the podium.



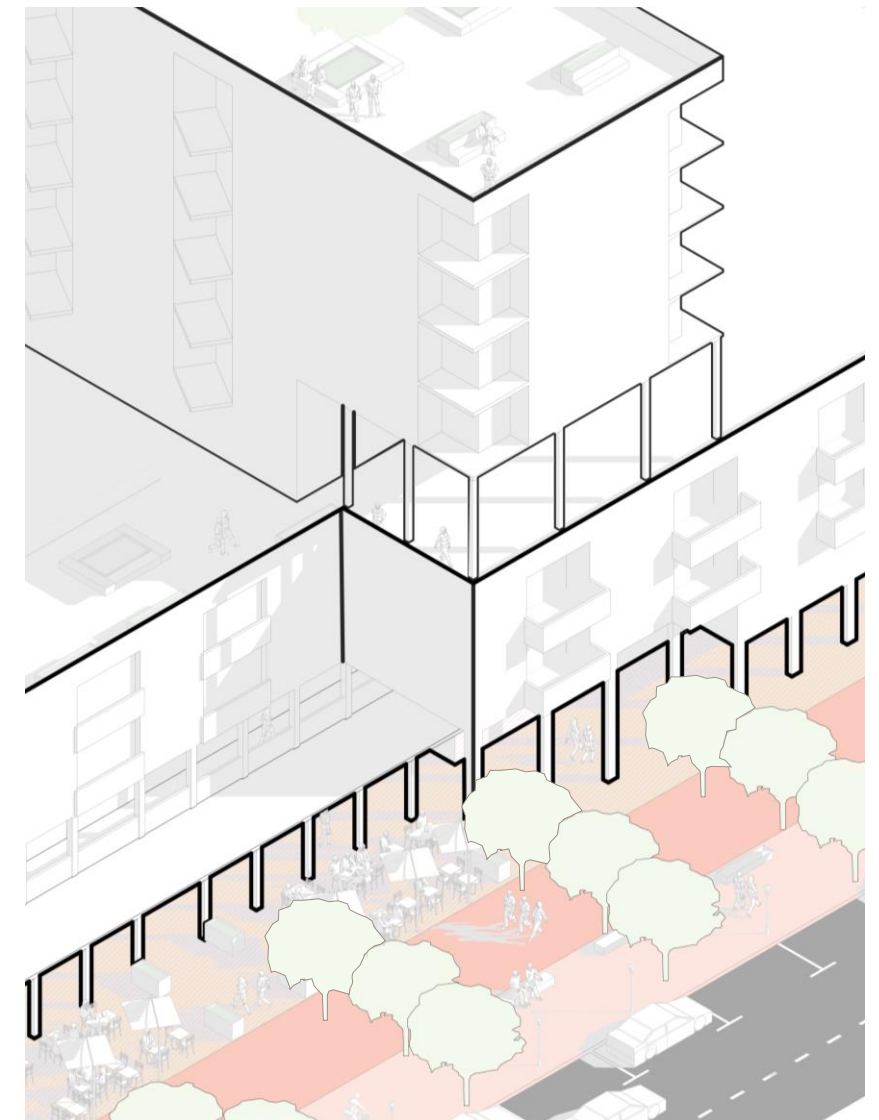
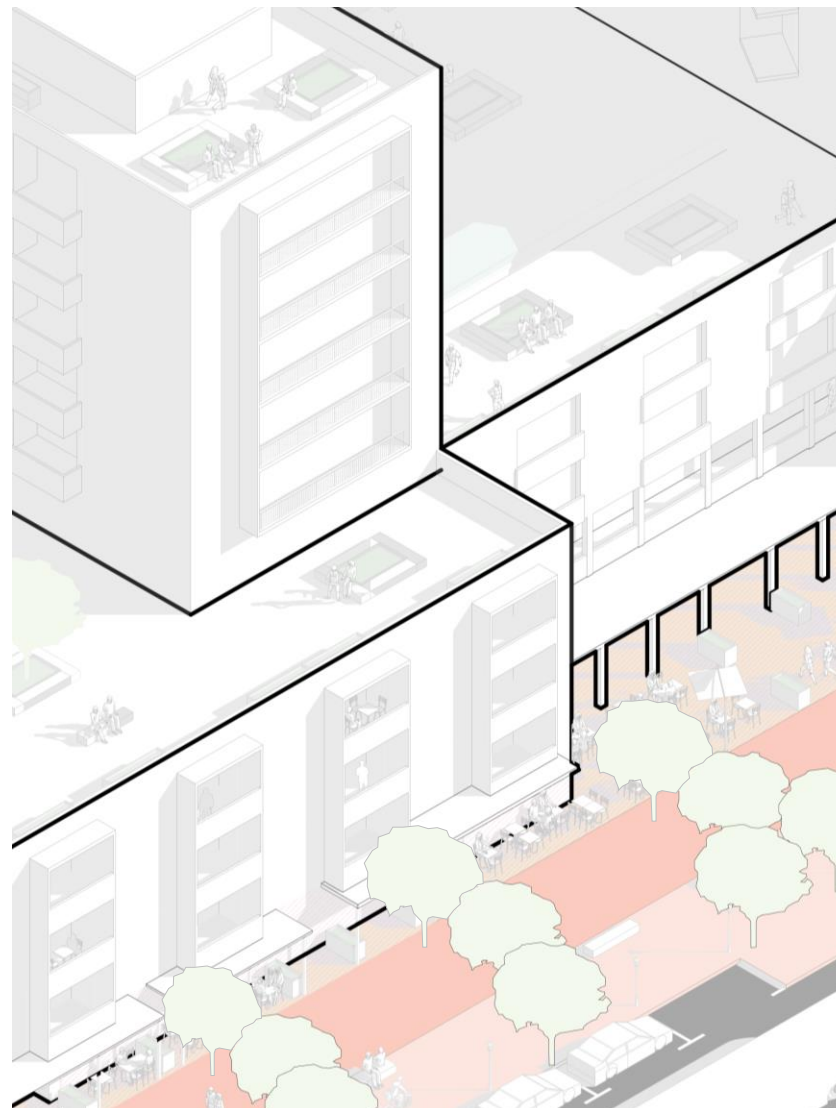
Reference image



Reference image



Reference image



URBAN DESIGN STRATEGY CIVIC NODE PRECINCT

REVIEW OF EXISTING FUNCTIONALITY

Engagements with the City's Community Services and Library Services departments highlighted several key findings regarding the current functionality of the civic precinct.

The Civic Hall is well utilised and remains in high demand for community events and gatherings. In contrast, the Minor Hall experiences several challenges. It is visually hidden within the complex, limiting its presence and accessibility. In addition, it cannot operate simultaneously with the Civic Hall due to noise conflicts, and it suffers from internal acoustic limitations.

The existing library building also presents several functional constraints. The children's section lacks sufficient space, and library staff indicated that the facility would function more effectively if organised on a single floor. The upper level, however, benefits from prime views and presents opportunities for additional uses such as meeting rooms, collaborative workspaces, a makers' space, and a potential retail component. There is also demand for spaces to support after-school programmes.

Collectively, these needs present an opportunity to rethink the library as a more contemporary civic facility that integrates community services and learning spaces.

From a heritage perspective, the Colin Eglin Library, Sea Point Civic Centre, and forecourt are graded IIIA and recognised as a strong example of Modernist architecture, particularly for their distinctive brise-soleil façades. While the front façade remains significant, the rear of the building differs in character and offers opportunities for sensitive remodelling or expansion should adaptive reuse be pursued.

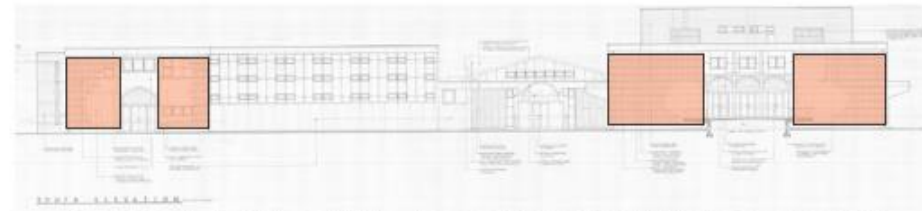


Figure 3.15: South elevation of the building (Extract from working drawing A924/92 by DJ Greeff, 1964, designed by G Ramsay) (Source: CoCT)



Figure 3.14: Extract from ground floor plan of the building (Working drawing A924/87 by DJ Greeff, 1969, designed by G Ramsay) (Source: CoCT)

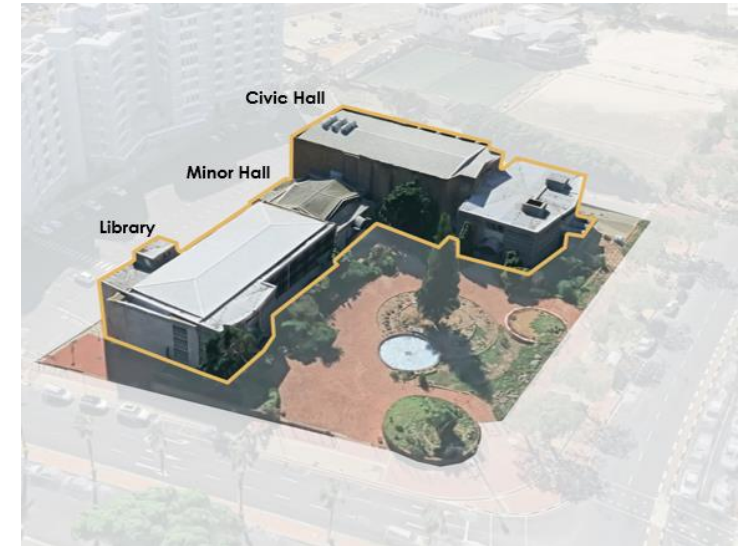


Figure 3.16: Library entrance (2025)



Figure 3.18: Library columns and walkway

URBAN DESIGN STRATEGY CIVIC NODE PRECINCT

The design introduces strategic improvements to enhance the civic precinct's functionality, strengthen its civic presence, and respond to the unique characteristics of the site.

1 Spatial reconfiguration.

- A. The existing Minor Hall is proposed to be converted into a kitchen/ café area which offers the opportunity to activate the public forecourt.
- B. The existing library reading room is proposed to be transformed into an activity room. This allows the space to function independently from the Civic Hall and to accommodate smaller gatherings. This move also resolves the current acoustic challenges that prevent the two halls from operating simultaneously.

2 Provision of additional library space.

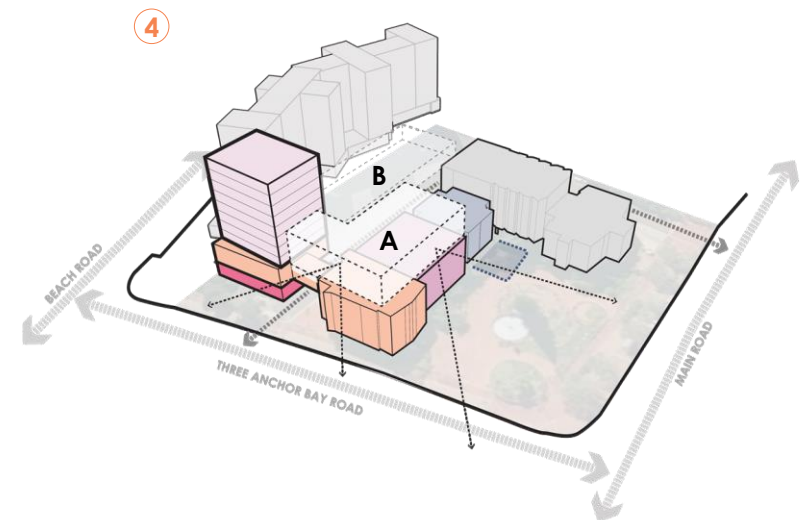
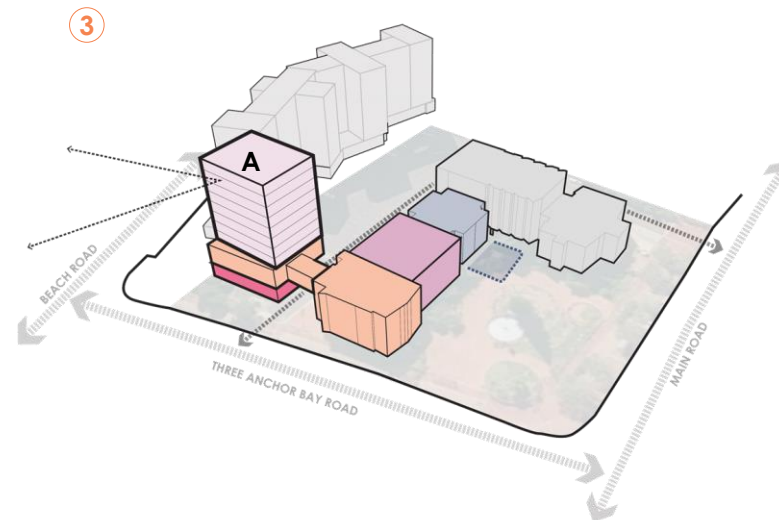
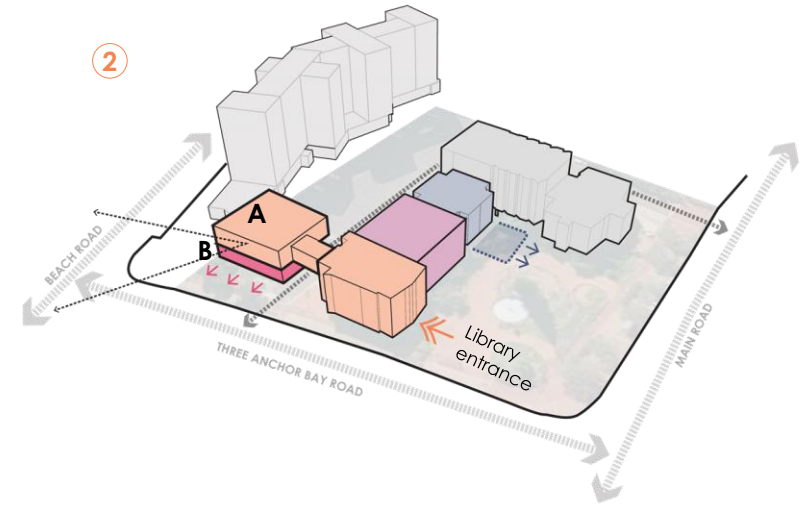
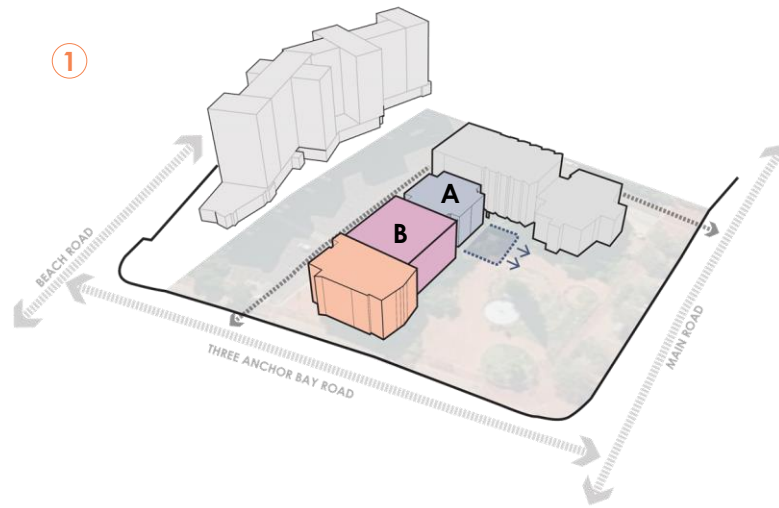
- A. The proposal identifies the opportunity to provide additional library space as an extension to the rear. This presents a unique opportunity to overlook the Sea Point Promenade and the ocean, creating a distinctive civic space with exceptional views.
- B. Below the library extension a ground floor retail component is proposed to activate the public interface.

3 Capitalising on the site's location.

- A. The corner location allows for a tower element to anchor the new development on Beach Road and act as a landmark to the civic node and broader development.

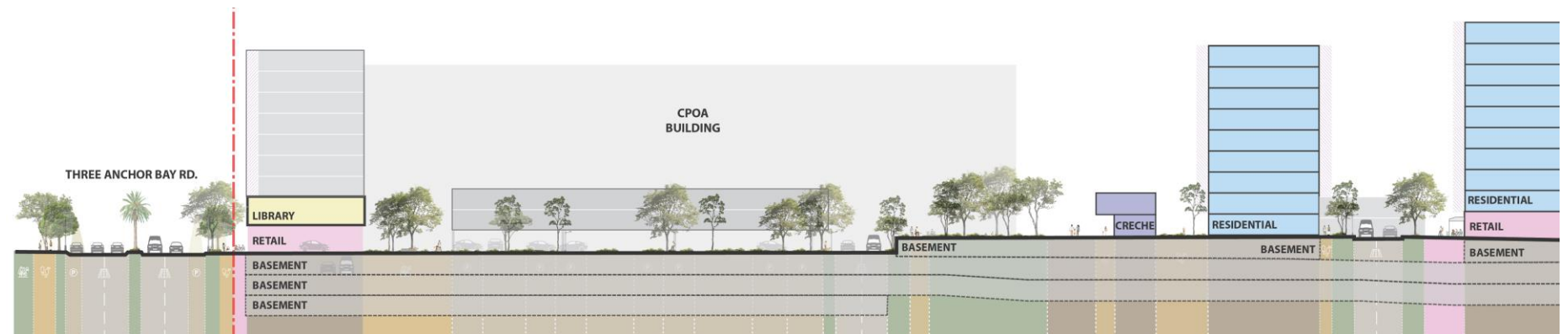
4 Possible additional bulk.

- A. The development concepts identifies an opportunity to incorporate building bulk above the library with a sensitive lightweight addition. This addition can overlook the public forecourt, thereby enhancing passive surveillance of the civic forecourt. This is an indicative concept that will require further detailed design and heritage approvals before it can be proceeded with.
- B. Additional bulk is also possible above the existing parking area.

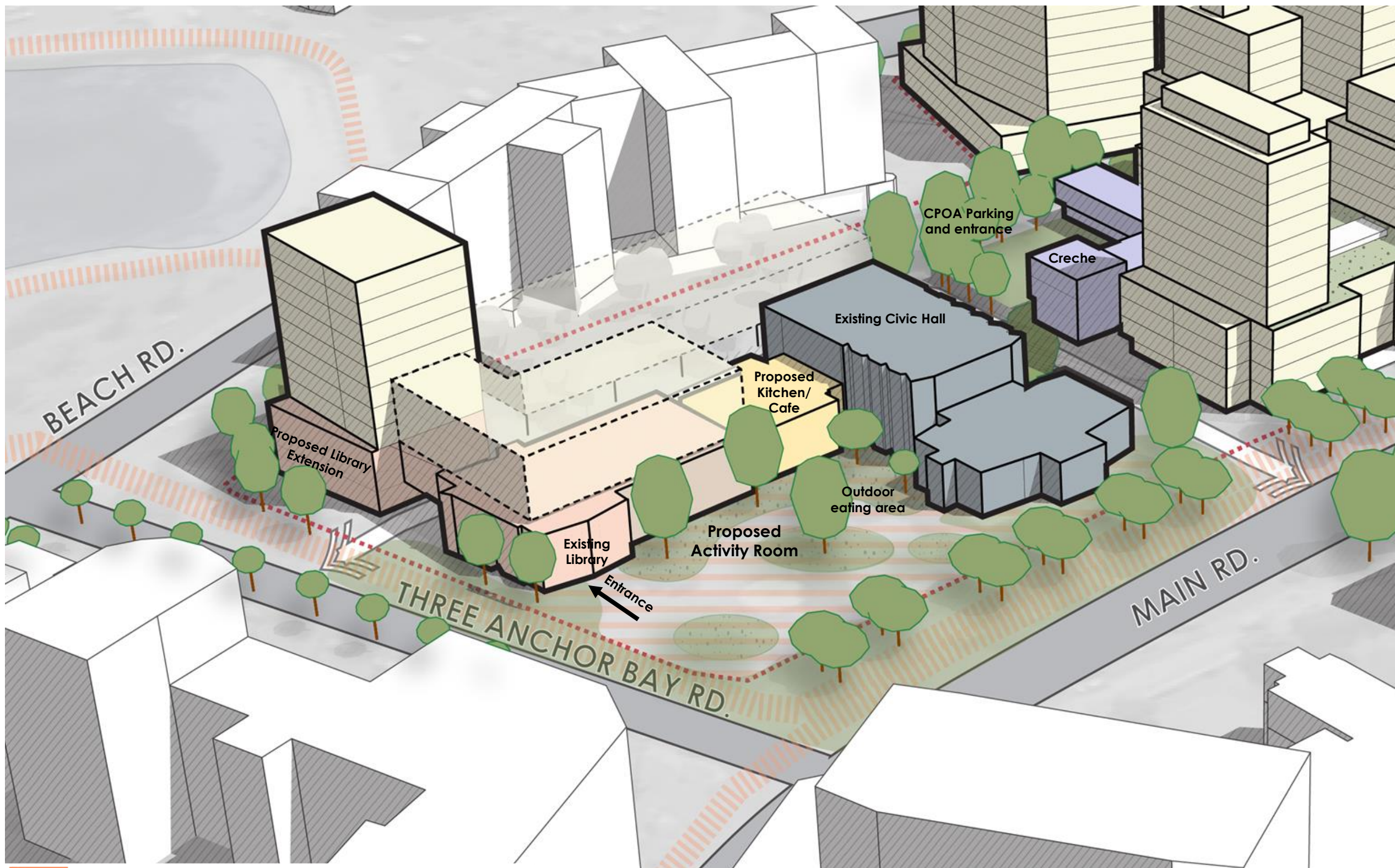


Key:

- Retail
- Library
- Building in Elevation
- Residential
- Building in Elevation



URBAN DESIGN STRATEGY
CIVIC NODE PRECINCT 3D MASSING



URBAN DESIGN STRATEGY

CIVIC NODE PRECINCT

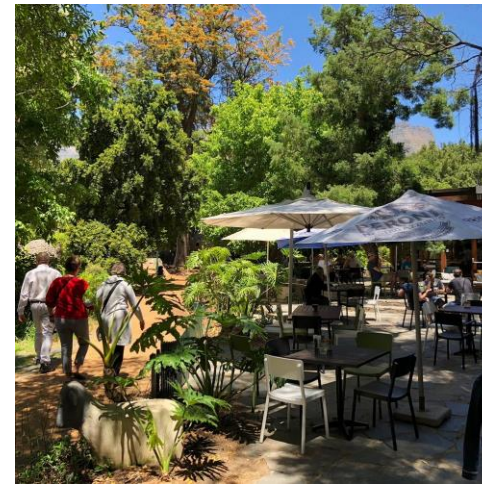
The plan illustrates the proposed reconfiguration of the civic node and its relationship to the adjacent development concept.

- ① The proposed library extension, including a bridge connection linking to the existing library building above the internal road.
- ② The dashed line illustrates the proposed sensitive addition above the existing library, which can either take form above the library entrance and the activity room or only above the existing library entrance.
- ③ The existing library entrance and forecourt space are retained, maintaining the current civic arrival point.
- ④ The incorporation of an activity room within the current library reading room allows for smaller gatherings to function independently from the Civic Hall.
- ⑤ The conversion of the existing Minor Hall into a café with outdoor seating, activating the public forecourt and enhancing the civic interface.
- ⑥ The existing Civic Hall is retained as a key community facility within the precinct.
- ⑦ A series of parking courts are introduced to provide public parking for civic users. This area is proposed as multipurpose landscaped court that allows the space to accommodate parking and community gathering when necessary.
- ⑧ Access ramp to the basement below to accommodate additional parking requirements.
- ⑨ A dedicated parking area and secure access point are provided for the CPOA facility.
- ⑩ A new crèche with access from the existing road that wraps around the civic functions, with an on-street stop-and-drop facility.

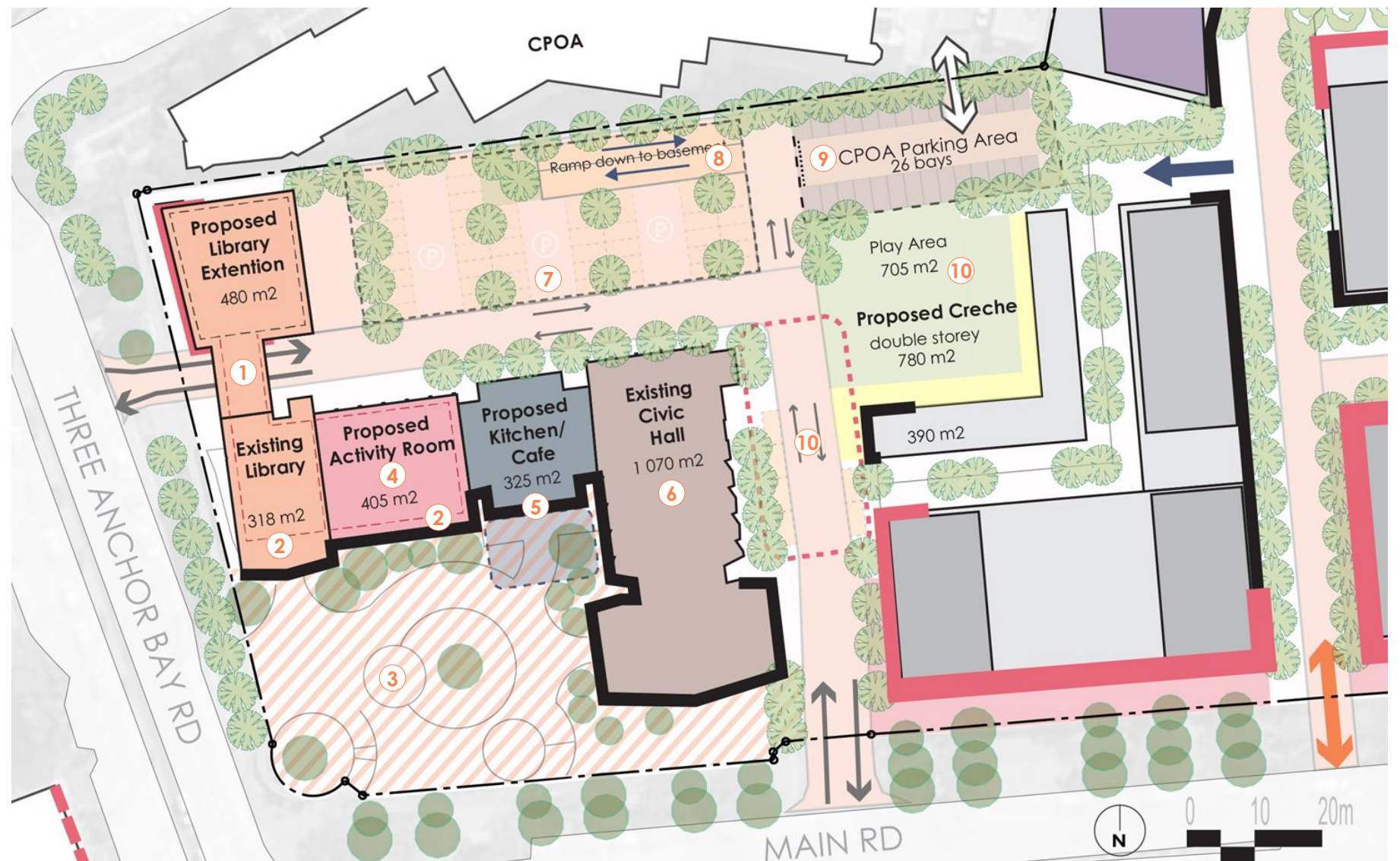
Further development of the internal layouts and spatial arrangements will be required in collaboration with the relevant City line departments to ensure the concept responds to operational, functional, and maintenance requirements. With regards to the development above the existing library further development will require input from heritage, structural, visual impact and architectural consultants.



Library Extension Precedent
Xixi Goldmye Bookstore_Atelier Wen'Arch



Forecourt Outdoor Eating Area Precedent
Company Gardens, Cape Town



URBAN DESIGN STRATEGY CIVIC NODE PRECINCT

LIBRARY EXTENSION

The elevation illustrates the existing library and the proposed extension. The existing library entrance is maintained to ensure access from the civic forecourt, while the extension aligns at the same floor level, allowing the library to function efficiently on a single main level. Below the extension, a retail component activates the ground plane and contributes to a vibrant civic environment.

The design approach is further detailed as follows:

- ① **Lightweight Bridge Connection:** A glass bridge links the existing library to the extension, emphasizing architectural separation. This bridge functions both as a circulation route and as a flexible, functional library space.
- ② **Contemporary Architectural Language:** The design of the bridge could inform the library extension, adopting a transparent, light, and contemporary architectural approach that complements the existing civic building while establishing its own identity. This strategy integrates new and existing structures, ensuring functionality, visual coherence, and a dynamic civic presence.



Reference



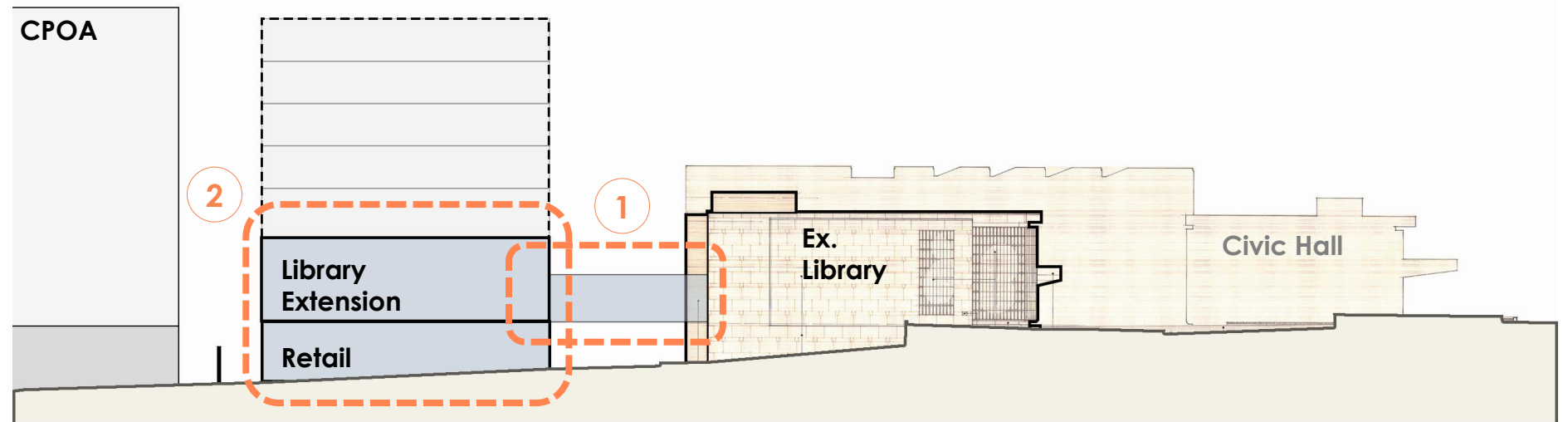
Reference



Reference



Reference



URBAN DESIGN STRATEGY

LIBRARY ADDITION PRECEDENT

The precedents adjacent are presented as indicative examples of how a sensitive contemporary addition could potentially be accommodated above the existing library should future development require it. They do not represent a proposed architectural solution, but rather demonstrate possible approaches for integrating additional floor area while retaining the prominence and legibility of the existing heritage structure.

① Rehabilitation of the Old Jordão Theater and Garage Avenida – Pitagoras Group, Guimarães, Portugal.

This project demonstrates how a contemporary intervention can be sensitively integrated above a historic building while maintaining the visual dominance of the heritage fabric. The upper extension is clearly expressed as a modern addition, creating a deliberate contrast between old and new. A key design strategy is the setback of the addition from the original façade, ensuring that the historic elevation remains visually dominant and clearly legible. The separation between the existing structure and the new volume further reinforces the perception of a lightweight intervention that lightly engages with the historic roofscape.

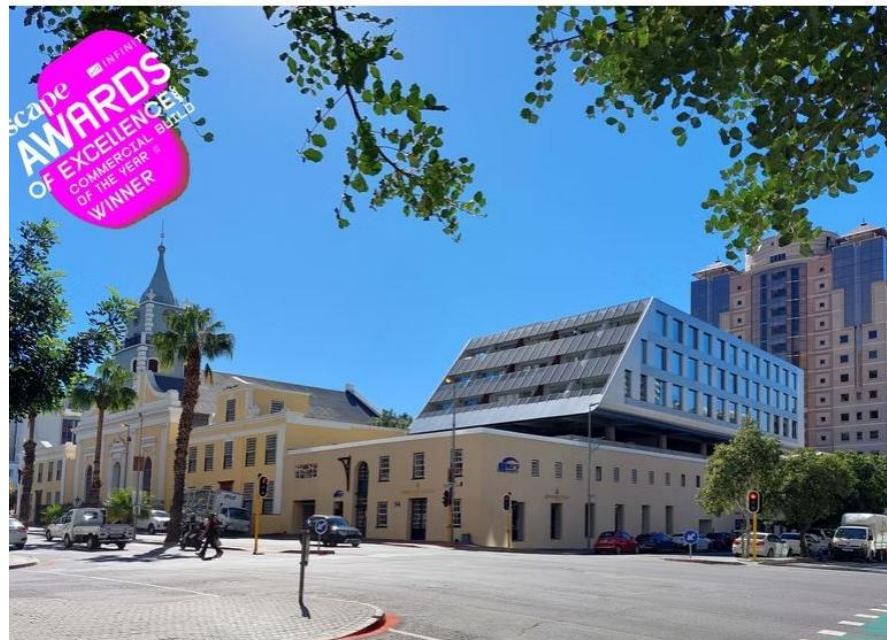
② The Barrack – Fagan Architects, Cape Town, South Africa

This project demonstrates how additional massing can be accommodated above a heritage building through careful articulation and a clear distinction between historic and contemporary elements. The upper addition is setback from the street edge and shaped to reduce its visual impact on the heritage façade. An intermediate level creates a deliberate separation between the existing building and the new extension, generating shadow lines that emphasise the distinction between the two forms. Contrasting materiality further reinforces this relationship, with the historic structure retaining its traditional character while the addition adopts a contemporary architectural language.

① Rehabilitation of the Old Jordão Theater and Garage Avenida – Pitagoras Group, Guimarães, Portugal.



② The Barrack – Fagan Architects, Cape Town, South Africa



URBAN DESIGN STRATEGY

LIBRARY ADDITION PRECEDENT

3 Longkloof Workshop 17 – dhk Architects, Kloof Street, Cape Town

This project demonstrates a balanced proportional relationship between an existing heritage building and a contemporary addition, allowing both elements to maintain a coherent architectural dialogue. The addition employs aluminium fins and extensive glazing to establish a deliberate contrast with the historic masonry structure while subtly referencing its rhythm and proportions. Key heritage features, including the pediment and cornice, are retained and expressed independently from the new intervention. Through a minimalist architectural language, the addition references rather than replicates the historic building, material contrast, and façade articulation reduce visual bulk and maintain the character of the heritage structure.

4 Cape Quarter – dhk Architects, Green Point, Cape Town

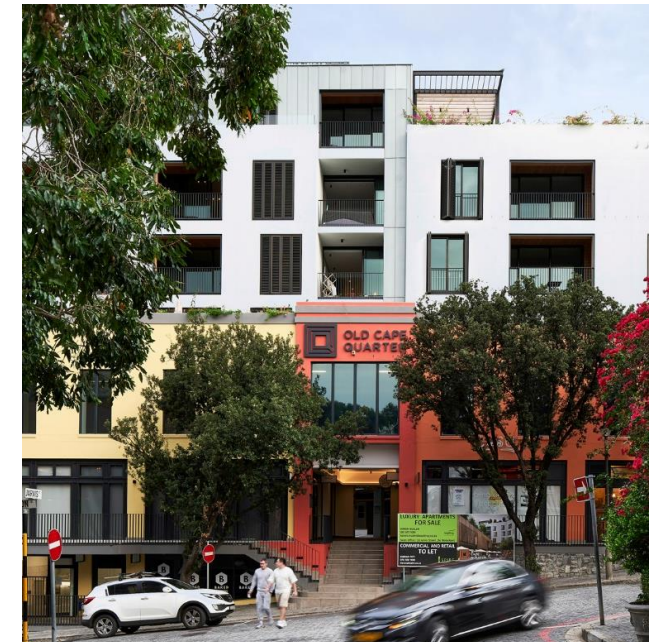
This project provides a precedent for urban renewal and adaptive reuse within a heritage setting. Contemporary additions are clearly distinguished from the historic fabric through contrasting materials, colour treatment, and architectural expression. The additions are setback from existing façades and incorporate a clear separation between old and new elements. The project further demonstrates how larger building volumes can be visually moderated through articulation, upper-level recesses, setbacks, and façade modulation, reducing perceived bulk and improving integration within the surrounding urban context.

These precedent studies illustrate a range of approaches that maintain the legibility of historic structures while accommodating additional development opportunities. Should a similar approach be considered for the library, further architectural investigation, heritage input, visual impact assessment, and structural feasibility studies would be required to establish an appropriate framework and confirm the viability of addition options.

3 Longkloof Workshop 17, Kloof by dhk Architects



4 Cape Quarter, Green Point by dhk Architects



END

