



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500160806

**Remainder Erf 192 and Erf 270,
7A Rua Bartholomeu Dia Road,
Roggebaai**

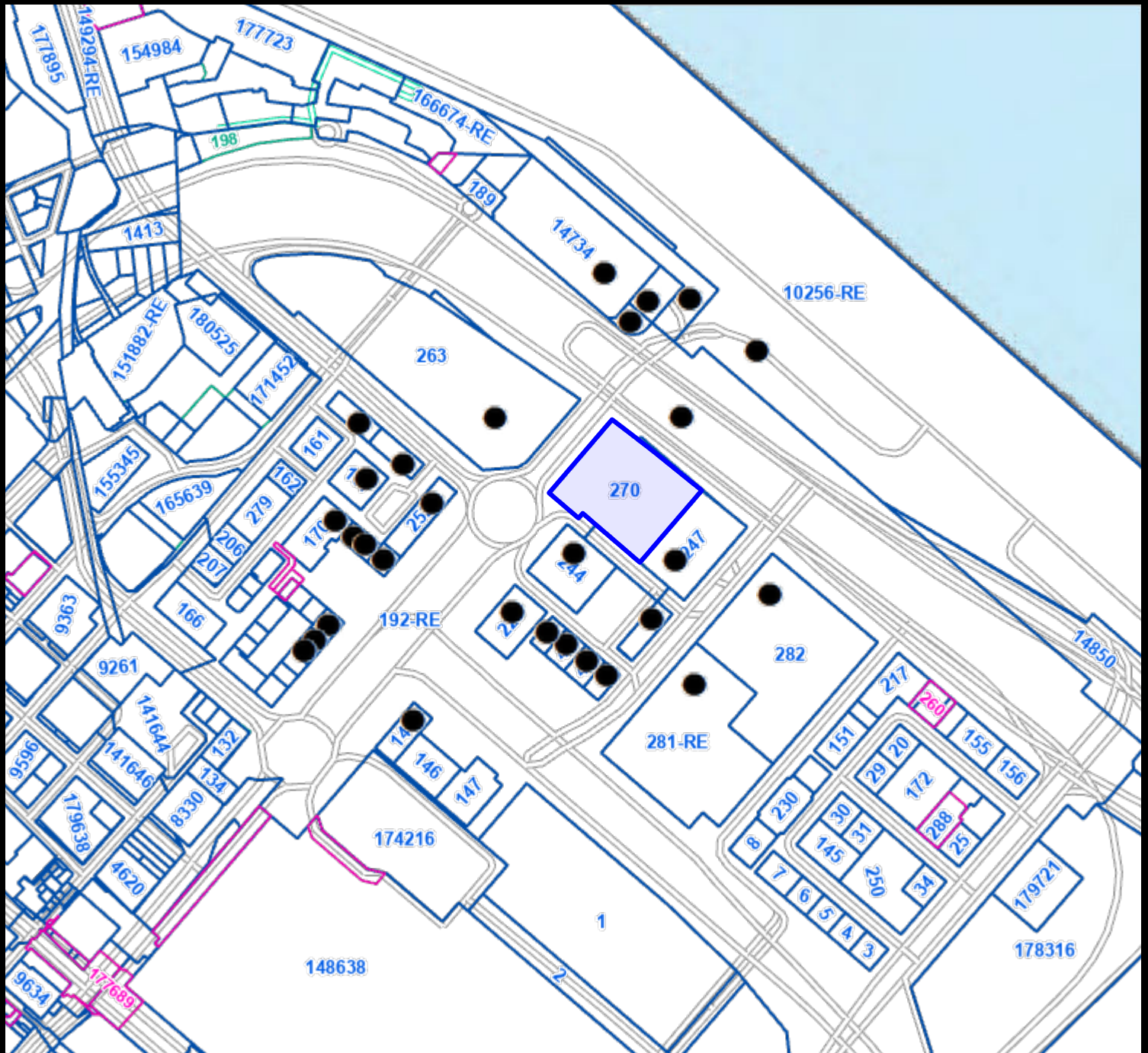
Development Management

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LOCALITY MAP DEVELOPMENT MANAGEMENT

ANNEXURE : B



Overview

Erf: 270

District: TABLE BAY

Allotment: ROGGEBAAI

Suburb: CAPE TOWN CITY CENTRE

Ward: 115

Sub Council: 16



1:6 253

Notices Served



Support
Received



Petition
Signatory



Objections
Received



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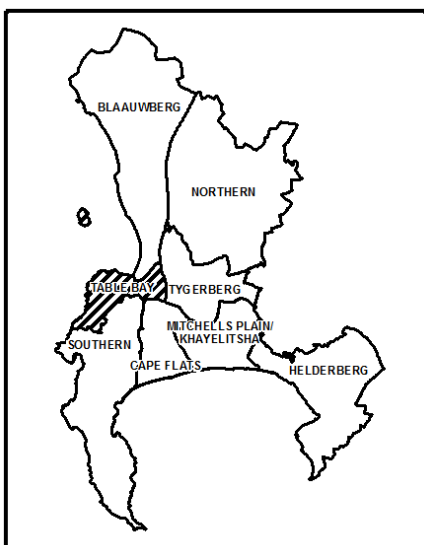
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APPLICATION ON ERF 270 ROGGEBAAI FOR:

- **LEASE AREA**
- **AMENDMENT OF SITE DEVELOPMENT PLAN**
- **AMENDMENT OF APPROVAL CONDITIONS**
- **REZONING FROM GB6 to GB7 (SMALL PART OF THE SITE)**
- **DEPARTURE FROM HEIGHT AND PMR BUILDING LINE, AND**

APPLICATION ON PORTION OF ERF 192 ROGGEBAAI FOR:

- **LEASE AREA**
- **CONSENT FOR WORK IN PUBLIC STREET**



headland

town planners

CONTENTS

1.	INTRODUCTION	5
2.	APPLICATIONS	6
2.1.	PRE-APPLICATION MEETING	6
3.	PROPERTY INFORMATION.....	7
3.1.	PROPERTY DATA.....	7
3.2.	HISTORY OF APPROVALS	10
3.3.	SUMMARY OF RIGHTS APPLICABLE TO THE LEASE AREA FOR THE TOWER	13
4.	PROPOSAL	14
4.1.	LEASE AREA PORTION OF ERF 270	14
4.2.	LEASE AREA PORTION OF ERF 192	15
4.3.	REZONING	15
4.4.	THE PROPOSAL	16
4.5.	SDP AMENDMENT.....	19
4.6.	LAND USES.....	19
4.7.	TRANSPORT CONSIDERATIONS.....	19
4.8.	AMENDMENT OF APPROVAL CONDITIONS.....	21
4.9.	ITEM 89 CONSENT	21
4.10.	SERVICES	22
4.11.	VISUAL IMPACT	22
5.	MOTIVATION AND DESIRABILITY	32
5.1.	CONSISTENCY WITH THE CAPE TOWN MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK, 2023 (MPBL, SECTION 99 (1)(B))	32
5.2.	APPROVAL OF THE APPLICATION WOULD NOT HAVE THE EFFECT OF GRANTING THE PROPERTY THE DEVELOPMENT RULES OF THE NEXT SUBZONE WITHIN A ZONE (MPBL SECTION 99(1)(D)).....	32
5.3.	COMPLIANCE WITH ANY APPLICABLE SPATIAL DEVELOPMENT FRAMEWORK (MPBL SECTION 99(2)(A))	32
5.3.1.1.	TABLE BAY DISTRICT PLAN, 2023	32
5.3.1.2.	CAPE TOWN CBD LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK, 2025	33
5.4.	COMPLIANCE WITH RELEVANT CRITERIA CONTEMPLATED IN THE DEVELOPMENT MANAGEMENT SCHEME (MPBL SECTION 99(2)(B))	34
5.4.1.1.	HEIGHT DEPARTURE	37
5.4.1.2.	5M PMR DEPARTURE.....	38
5.5.	COMPLIANCE WITH ANY APPLICABLE POLICY OR STRATEGY APPROVED BY THE CITY TO GUIDE LAND-USE DECISION MAKING (MPBL SECTION 99(2)(C)).....	38
5.5.1.1.	CITY OF CAPE TOWN IDP 2022-2027	38
5.5.1.2.	ECONOMIC GROWTH STRATEGY.....	38
5.5.1.3.	SOCIAL DEVELOPMENT STRATEGY	38
5.5.1.4.	URBAN DESIGN POLICY 2025.....	38
5.5.1.5.	TALL BUILDING POLICY	46
5.6.	IMPACT ON EXISTING RIGHTS (MPBL SECTION 99(2)(E)).....	51
5.7.	OTHER CONSIDERATIONS PRESCRIBED IN RELEVANT NATIONAL OR PROVINCIAL LEGISLATION, INCLUDING THE DEVELOPMENT PRINCIPLES IN SECTION 7 OF SPLUMA (MPBL SECTION 99 (2) (G))	52
5.7.1	<i>Compliance with Development Principles in SPLUMA and LUPA.....</i>	52
5.8.	EVALUATION OF DESIRABILITY (MPBL SECTION 99(3))	52
6.	CONCLUSION.....	56

LIST OF FIGURES

- FIGURE 1:** LOCALITY
- FIGURE 2:** HEIGHT RESTRICTION IN TITLE DEED (ERF 270)
- FIGURE 3:** EXISTING SERVITUDES
- FIGURE 4:** EXTRACT FROM ZONING MAP VIEWER
- FIGURE 5:** EXTRACT FROM LAO/4 MAP
- FIGURE 6:** DUNCAN DOCK PORT LEAD IN LIGHT (ORIGINAL MAP FROM TRANSNET NAVIGATION WEB SITE)
- FIGURE 7:** EXTENT OF ORIGINAL 2001 PRECINCT APPROVAL
- FIGURE 8:** CONDITION 5.8 RELATING TO PARKING RATIOS
- FIGURE 9:** EXTRACT FROM 2005 SDP APPROVAL, EXTENT OF BLOCK C AMPLIFIED IN GREEN
- FIGURE 10:** EXTRACT FROM 2014 APPROVAL
- FIGURE 11:** EXTRACT FROM 2015 APPROVAL, SHOWING THE ISOLATED NATURE OF THAT APPROVAL, AND ITS IMPACT
- FIGURE 12:** COMPONENTS OF ERF 270, TO TRACE THE BLOCK C LAND USE RIGHTS.
- FIGURE 13:** SUMMARY OF EXISTING LAND USE RIGHTS: THE TOWER
- FIGURE 14:** EXTRACT FROM PROPOSED LEASE PLAN (ERF 270)
- FIGURE 15:** EXTRACT FROM PROPOSED LEASE PLAN (ERF 192)
- FIGURE 16:** GB6 AREA TO BE REZONED TO GB7
- FIGURE 17:** VERTICAL COMPONENTS OF THE TOWER
- FIGURE 18:** INTEGRATION OF THE TOWER WITH CTICC2
- FIGURE 19:** PROPOSED FACADES AND CONTINUATION OF CTICC LANGUAGE
- FIGURE 20:** IMPROVED ACCESS ARRANGEMENT
- FIGURE 21:** TAXI/SHUTTLE/E-HAILING FACILITY ALONG HEERENGGRACHT BOULEVARD
- FIGURE 22:** LONG VIEW FROM THE SOUTH WEST
- FIGURE 23:** LONG VIEW FROM THE SOUTH EAST
- FIGURE 24:** LONG VIEW FROM THE NORTH WEST
- FIGURE 25:** LONG VIEW FROM THE NORTH EAST
- FIGURE 26:** AERIAL CITY VIEWS
- FIGURE 27:** CITY MODEL VIEW FROM THE SOUTH
- FIGURE 28:** CITY MODEL VIEW FROM THE NORTH
- FIGURE 29:** CITY MODEL VIEW FROM THE EAST
- FIGURE 30:** CITY MODEL VIEW FROM THE WEST
- FIGURE 31:** SEQUENCE OF AVAILABLE MOUNTAIN VIEWS ON ARRIVAL IN THE CITY
- FIGURE 32:** SITE LOCATION IN RELATION TO VIEW CORRIDOR
- FIGURE 33:** SHADOW @ 13:00 ON 21 DECEMBER (BEST CASE)
- FIGURE 34:** SHADOW @09:00 21ST JUNE (WORST MORNING CASE)
- FIGURE 35:** SHADOW AT 10:00 ON THE 21ST OF JUNE (ONE HOUR AFTER WORST MORNING CASE)
- FIGURE 36:** SHADOW AT 16:00 ON THE 21ST OF JUNE (WORST AFTERNOON CASE)
- FIGURE 37:** EXTENSION OF EXISTING FAÇADE TREATMENT
- FIGURE 38:** EXTRACT FROM MSDF
- FIGURE 39:** EXTRACT FROM TABLE BAY DISTRICT PLAN
- FIGURE 40:** EXTRACT FROM CAPE TOWN CBD TRANSITION LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK
- FIGURE 41:** HEIGHT DEPARTURE
- FIGURE 42:** VOLUMETRIC DEVELOPMENT OF THE TOWER
- FIGURE 43:** LOCATION OF SITES
- FIGURE 44:** MAJOR MOUNTAIN VIEW CORRIDORS ALONG THE FORESHORE
- FIGURE 45:** APPROPRIATE CONTEXT
- FIGURE 46:** EMPHASIS ON THE STREET INTERFACE
- FIGURE 47:** VERTICAL COMPONENTS
- FIGURE 48:** APPROXIMATION OF HEIGHTS AND VOLUME RELATIVE TO MEDIA 24 BUILDING
- FIGURE 49:** 3D RENDERING OF THE TOWER AS BOOKEND TO CTICC2 BUILDING
- FIGURE 50:** HERITAGE , FROM CBD LASDF
- FIGURE 51:** HEERENGGRACHT LANDSCAPING INTERVENTIONS
- FIGURE 52:** ACCESS (ERF 192) LANDSCAPING INTERVENTIONS

SUPPORTING DOCUMENTS UPLOADED ONTO D.A.M.S.

Power of attorney and Mandate
Title deed
Zoning and Lease Plans
Property diagrams
Conveyancer's certificates
Traffic Statement
Engineering Services Capacities
Site Development Plan
Urban Design Statement
Pre-application meeting minutes
Wind Impact Assessment
Landscape plan
Pedestrian wind comfort probability assessment
Council Minutes relating to parking assignment in Basement B1
Completed Land Use Application Form

1. INTRODUCTION

The proposed development is the result of a public tender process that has been concluded between the City and the selected developer. This process elicited no public objections. The project is a small site as bookend to the CTICC2 building on its western side, and responds to the conceptual design parameters that were part of the tender process. The aim is to create a prestigious building befitting the site location on the City's Foreshore; it will reach 30 storeys, at 113.75m in height, with a mast detail making the highest seaward point on the building 126.25m high. The development does not yet have a name, and for convenience is referred to as "The Tower" in the rest of this document. The building is proposed to contain a mix of hotel, offices, apartments, restaurant, co-working space, innovation hub, gym and expand the foyer to the current CTICC2 building with the inclusion of retail at sidewalk level.

Due to its nature of completing the CTICC2 precinct, vehicular access to the new building will be via the existing basement ramps within FW De Klerk Boulevard, and this access will be amplified with additional in and egress lanes. Associated to this, a lease area over this entrance is included.

The information pack for the call for proposals stage noted the following:

"Situated at the heart of South Africa's vibrant metropolis, Cape Town CBD and Foreshore area stand as beacons of commercial potential and urban sophistication. The CBD, with its blend of historical architecture and modern skyscrapers, offers a diverse array of prime office spaces, retail outlets, and cultural venues, making it a bustling nucleus of business activity. Adjacent to this, the Foreshore area, characterized by its strategic location and forward-thinking infrastructure, is undergoing transformative development, further cementing Cape Town's status as a leading destination for investment and innovation."

A significant highlight is the Cape Town International Convention Centre (CTICC), a hub for global conferences and events, driving both local and international traffic to the area with 100's of already confirmed events to take place over the next few years. This, coupled with the city's commitment to infrastructure investment plans totalling R120 billion over the next decade, signals a future of unmatched growth and connectivity, positioning the Foreshore and Cape Town as an attractive prospect for savvy investors and developers."

The expansion of the Cape Town Convention Centre (CTICC East also referred to as CTICC2) was approved in March 2011. A remaining superfluous undeveloped portion on Erf 270 beyond the expanded CTICC 2 footprint was identified for the Tower Block development.



During the design and construction of the CTICC 2 expansion project, the City funded the construction of the basement parking B-1 under CTICC 2 and further funded enabling works related to piles, pile caps and columns to enable the unlocking of the future Tower Block development opportunity. It was envisaged that this aforementioned investment would be recouped in the subsequent realization of the Tower Block development opportunity, which is now coming to fruition.

Parallel to the above-mentioned City's investment decision, a portion of remainder Erf 192 Roggebaai was also earmarked for additional Tower Block parking requirements. Even though the site is earmarked to provide additional parking, it can equally be optimized with additional development opportunity; the provision of parking bays does not sterilize the site for future development.

2. APPLICATIONS

The following applications are required in terms of the City of Cape Town Municipal Planning Amendment By-Law, 2025

- **Application for rezoning** in terms of **section 42(a)** for the 7.1m wide GB6 zoned strip along Heerengracht Boulevard to GB7.
- **Application for lease areas** over portions of Remainder erf 192 and erf 270 in terms of **section 42(d)**
- **Application for amendment** of the Site Development Plan in terms of **section 42(j)**
- **Application for amendment of approval condition 2** in annexure A in the 1-11-2001 approval in terms of **section 42(j)**,:
 - o From: *"The maximum permissible Floor Area of the entire Subdivisional Area shall not exceed 399 00 Sq. m, in extent excluding the built Floor Area of 40 000sq. m of the National Media Building on erf 62."*
 - o Suggested to: *"The expansion of any buildings in the Subdivisional Area shall be subject to Site Development Plan, Traffic Impact Assessment, wind study, urban design indicators and services capacity analysis".*
- **Application for amendment of approval condition 5.8** in the 24-11-2005 approval in terms of **section 42(j)**, in order to change the required parking ratios to:
 - o Offices: 3 bays /100m² GLA instead of 3.5 bays
 - o 1 bed apartments: 1 bay/unit instead of 1.5 bays
 - o Apartment visitor rate: 0.23 bays per unit instead of 0.25 bays
 - o Hotel: 0.4 bays per room instead of 0.5
- **Application for height departure** in terms of **section 42(b)** for a 113.75m tall building in lieu of 60m above 3.89m Roggebaai height datum (height is measured in terms of the overlay zone datum, not the GLM) ; with a mast detail up to 126.25m.
- **Application for departure** in terms of **section 42(b)** from the Proclaimed Main Road building setbacks along Heerengracht and FW De Klek Boulevard to 0m in lieu of 5m.
- **Application for Council's consent** in terms of **section 42(i)** for construction of new exit lanes, landscaping and revised parking on public street zoned erf 192 (in the proposed lease area) per item 89 of the DMS.

2.1. Pre-application Meeting

3 pre-application meetings were held, the minutes of which are included in this application.

- 9 April 2025 with the Development Management office and City Property Management.
- 26 August 2025 with the Development Management office.
- 17 October 2025 mainly with the city's Foreshore precinct planning and transport team.

A 4th, focussed meeting was held on 3 February 2026, to predominantly discuss the "future proofing" of the proposals over the access lease area (remainder 192).

3. PROPERTY INFORMATION

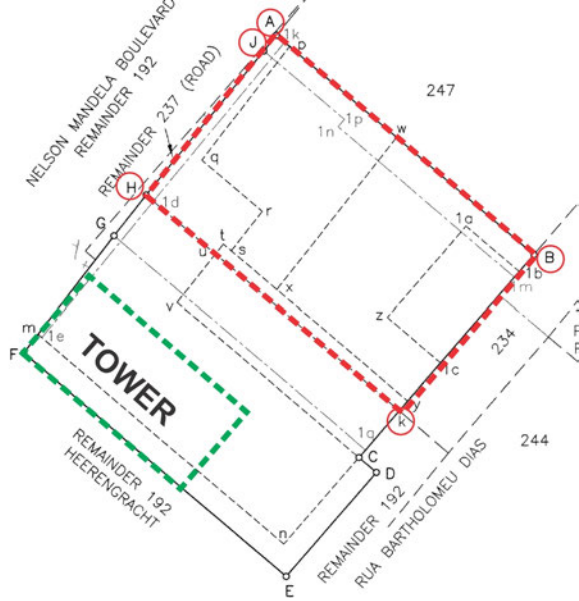
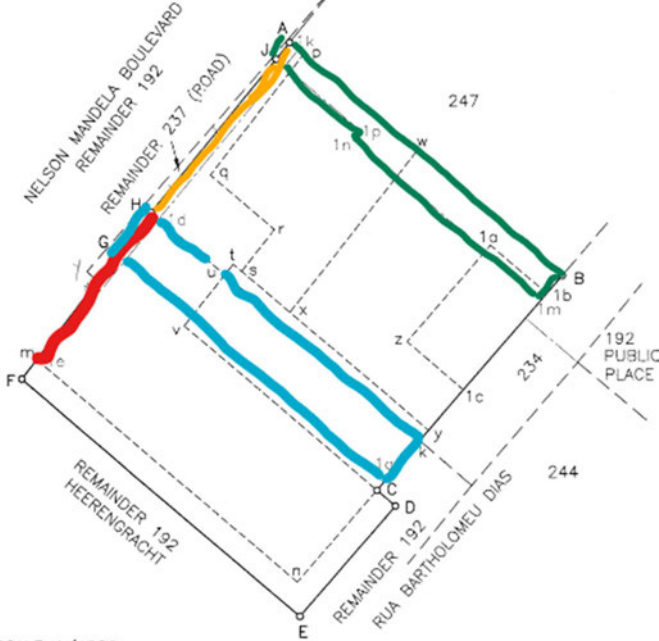
The portion of erf 270 on which The Tower building is proposed sits on the forecourt of the Cape Town International Convention Centre 2, fronting onto Heerengracht Boulevard. Portion of erf 192 lies between the in and outbound lanes of FW De Klerk Boulevard, between the elevated freeway.

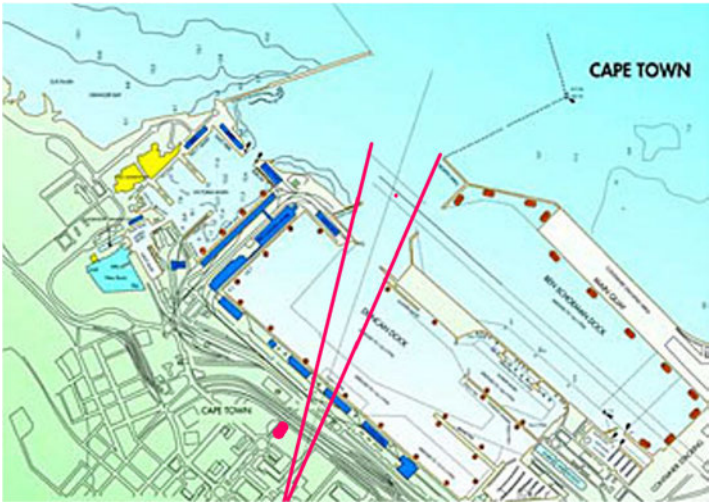


Figure 1: Locality

3.1. Property Data

Applicant	Headland Planners (Pty) Ltd
Erf Number	Erf 270 Roggebaai, and Remainder erf 192 Roggebaai
Address	7A Rua Bartholomeu Dias Road
Property Diagram	1810/2015 (erf 2970); 3661/1952 (remainder erf 192)
Title Deed Number	
Title Deed Conditions	Erf 270: 30m height restriction applicable to figure HJABk on the property diagram; this figure is not concurrent with the lease area, and therefore this height limit does not apply

	 Figure 2: height restriction in title deed (erf 270) Erf 192: None
Property Extent	A 1620m ² lease portion of erf 270 (The Towers), and a 6137m ² lease portion of erf 192 (between the elevated bridges, and where the current basement access to CTICC 2 is taken from).
Registered Owner	City of Cape Town (both erven)
Servitudes	Yes, but only an electrical servitude (red in Figure 3) applies, and is unregistered <u>Servitude Notes:</u> a The figure m G H 1d 1e represents a Services Servitude Vide Diagram No 6843/2005; D/T 2006. .29690 b The figure G H k 1q represents a Servitude Right of Way Vide Diagram No 6843/2005; D/T 2006. .29690 c The figure H J A 1k 1d represents a Services Servitude Vide Diagram No 6844/2005; D/T 2006. .29687 d The figure A B 1m 1n 1p J represents a Servitude Right of Way Vide Diagram No 6844/2005; D/T 2006. .29687  SCALE 1/1250 Figure 3: Existing Servitudes
Current Zoning	Erf 270: GB7, with a skirt of GB6 along NW and SW edge (7.1 and 7m wide, respectively)

PMR	Yes: Heerengracht and FW De Klerk Boulevard are PMRs.
Port Lead In Light	The site is not subjected to this:  Figure 6: Duncan Dock Port Lead in Light (original map from Transnet navigation web site)

3.2. History of Approvals

Rezoned in November 2001 as Parcel B as part of the broader and initial convention centre land use rights; in green erf 270, in red the rezoned area; maximum permissible floor area limited to 399,000m² (excluding 40,000m² for Media 24) – Condition 2 in Annexure A of that approval.

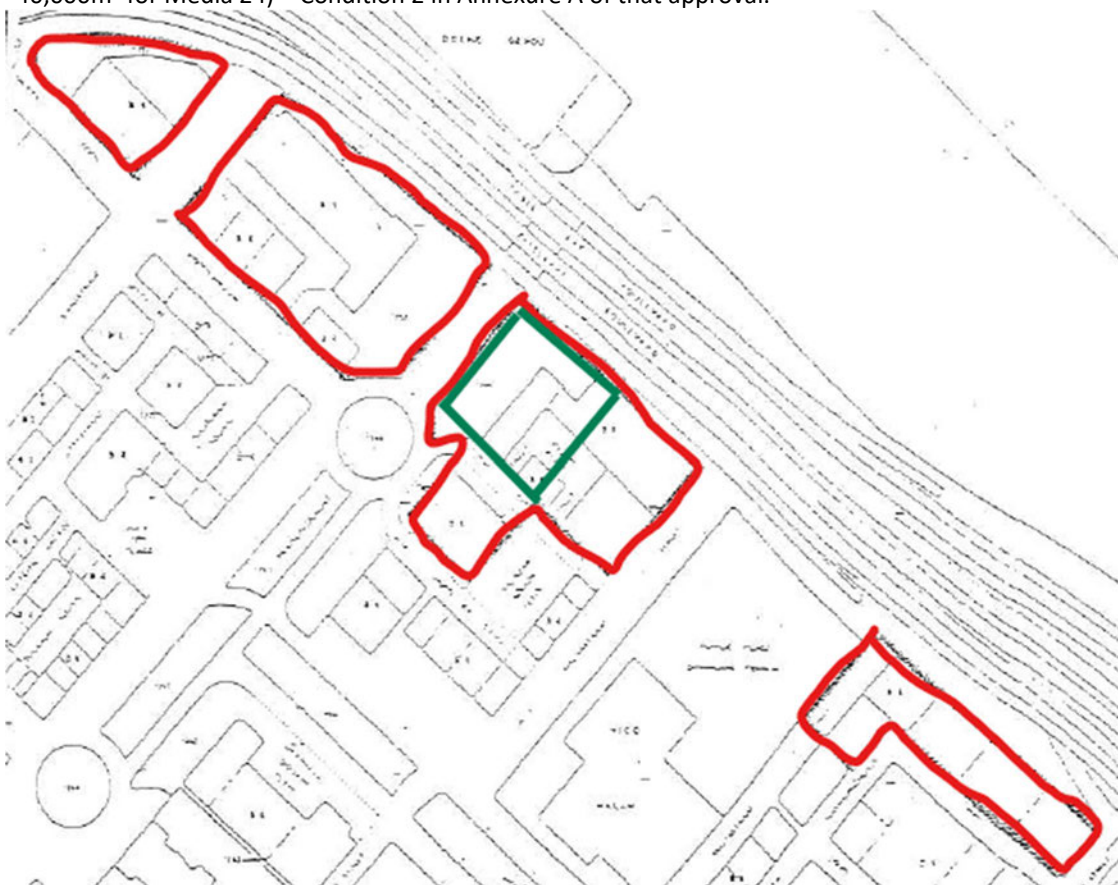


Figure 7: Extent of original 2001 precinct approval

On **24-11-2005 (LM2825(92265))** Subdivision and SDP approved, limiting height and tying the entire precinct ("Parcel B") to an SDP. The properties that are subject to this approval are erven 62 (current Media 24 site) 182, 183, 184, 185 and 199 Roggebaai.

This approval limited height to 50m along Nelson Mandela Boulevard and 54m along Rua Bartholomeuw Dias on the SDP only*, and split the 2001 “Parcel B” into Blocks A-C – Block C’s shape on plan (see **Figure 9**) follows the property’s boundary before consolidation with an approximately 7.1m wide strip of Remainder erf 192 (Heerengracht Boulevard). The maximum permissible floor area is capped at 38 441m². Amongst other conditions, a wind modelling study is also required with building plan submission (condition 6.1). Parking ratios were imposed (condition 5.8) which need to be removed, because the whole principle of encouraging parking reduction within the CBD. Only parking related to the viability of the commercial operation is retained (as a new “ratio”, simply as a provision of parking).

- 5.8 Parking shall be provided on-site at a minimum ratio of at least:
- Office - 3,5 parking bays / 100 m² GLA
 - Retail - 2 parking bays / 100 m² GLA
 - Restaurant - 2 parking bays / 100 m² GLA
 - Hotel - 0,5 parking bays/room
 - Residential
 - 1 parking bay / studio flat
 - 1, 5 parking bays / one-bed flat
 - 2 parking bays / two-bed flat
 - 3 parking bays / +3 bedrooms/ penthouse
 - plus 0, 25 visitor bays / unit
 - Any other land use would require approval from the Director: Transport for the parking ratio applicable
 - Motivation for shared parking may be submitted for consideration

Figure 8: Condition 5.8 relating to parking ratios

* because the 50 and 54m heights are not in the text of the approval, an amendment of the SDP is the mechanism for gaining greater height, not amendment of an approval condition. This is a moot point, though, due to the need for height departures.

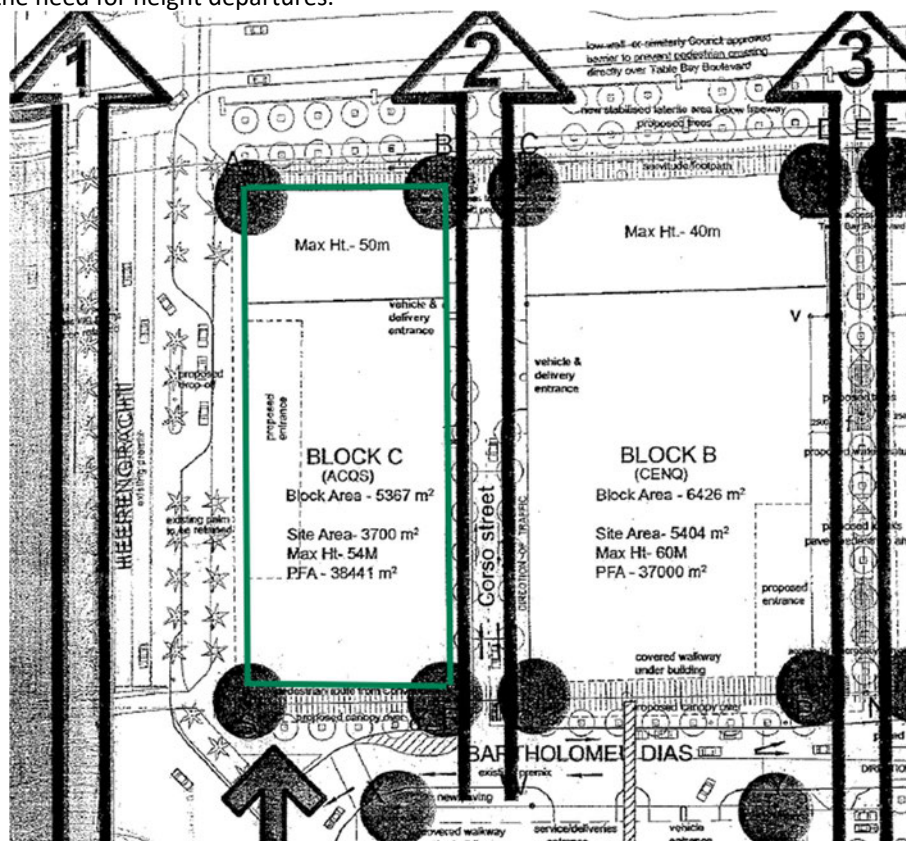


Figure 9: Extract from 2005 SDP approval, extent of Block C amplified in green

23-09-2014 approval (70152590) mostly related to permission to access off Table Bay Boulevard (as it was then known). No additional reference to permissible floor space or GLA, therefore the 2005 “PFA – 38441m²” still applies. Approval included an amended SDP (now SDP 08C). Of importance is the inclusion of the port-lead-in-light cone on building plans to show how the buildings respect such light cone.

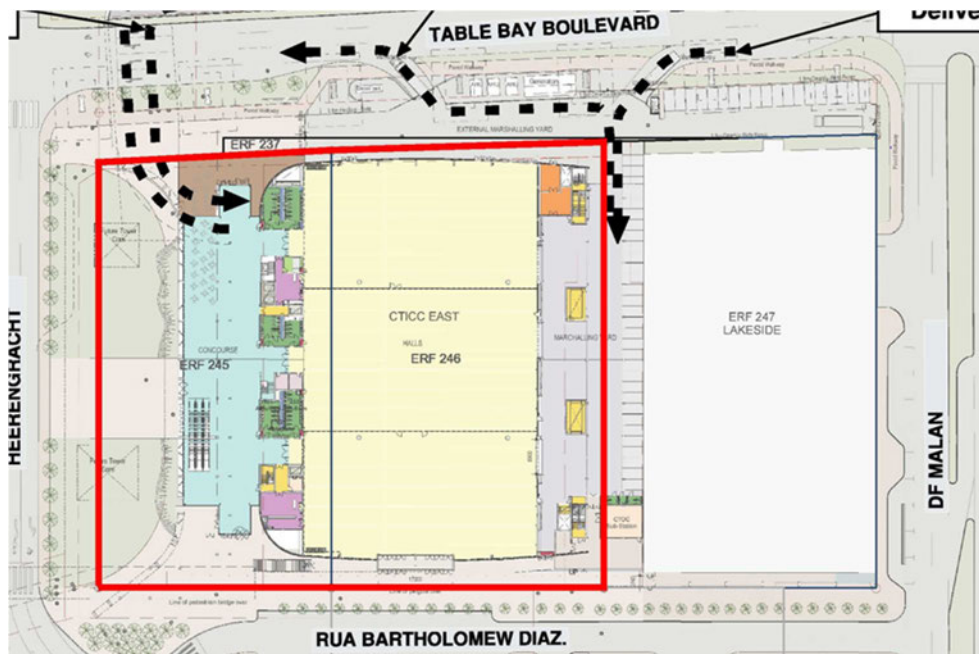


Figure 10: Extract from 2014 approval

12-10-2015 SDP amendment approval (70241977), and deletion of condition 7.1 in the 2005 approval (“any development on the Heerengracht edge shall be equal in height to the proposed building on the opposite side bordering the CTICC”). A departure from the 5m PMR setback was approved, for the “clip on” to the SW corner of the building that was the subject of that approval

The approval refers to the expansion of the site area only, by the inclusion of some road space on the SW corner, into the road reserve; similarly a height limitation of 27.65m (condition 5) was imposed only on the “clip on” to the SW corner of the building. The approval refers to these drawings: SDP01-2005 (Urban Dynamics, June 2015) and A(TP)100 and A(TP)100-01 (Convention Architects, June 2015).

There is no further mention of a limitation on permissible floor space in this approval. It is reiterated that this approval is limited to a very specific area, and does not impact the 50 and 54m height restriction of the rest of the property, nor the permissible floor space, nor the (now) GB6 zoned sliver that extends along Heerengracht Boulevard (see 3.3 for more detail).

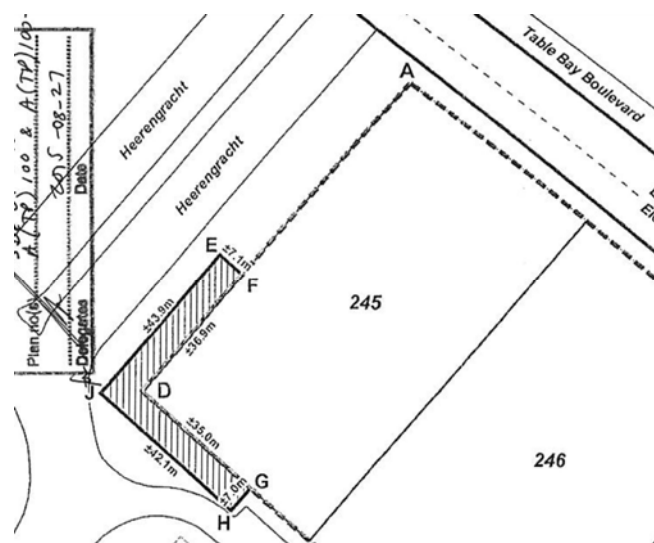


Figure 11: Extract from 2015 approval, showing the isolated nature of that approval, and its impact

February 2016 approval (70277856) to amend conditions :

- condition 4 of the 2015 approval, to remove the requirement for registering a public servitude and replace it with an ordinary compliance condition at approval of building plans

- condition 10, to limit referral to City's Planning and Development Management branch only, for pedestrian access openings between the convention centre and the future development on the undeveloped north-western portion of erf 245.

26-09-2016 (70277820) Skybridge approval

5 February 2019 Zoning correction (70293981) approval for GB7 and GB6.

3.3. Summary of rights applicable to the lease area for The Tower

The 38 441m² Permissible Floor Area (PFA) originates from the 2005 approval, limited to a very specific area, being "Block C" (see **Figure 9**). The approval is applicable only to erven 62, 182, 183, 184, 185 and 199, which includes Blocks A to C.

- Erf 62 is Naspers, which is irrelevant to "Block C".
- Erf 199 is on the DF Malan road side, consolidated with erven 183 and 184 into erf 247, which is irrelevant to "Block C".
- Erf 182 becomes, in pieces, a component of erf 235 and of erf 246 (246 is the rest of CTICC 2, on "Block B" – not relevant to this application).

Erf 270 (The Towers site) is made up of erven 245, 246 and 269 (see **Figure 12**).

- Erf 246 comes from erf 236, which originates in erf 185.
- Erf 245 comes from erf 238 which comes from erf 235 which originates from erf 182.
- Erf 269 is a subdivision off Remainder erf 192, which is the road remainder of Roggebaai; it does not originate from the 2005 approval, and got its GB6 rights via the 2019 zoning correction.

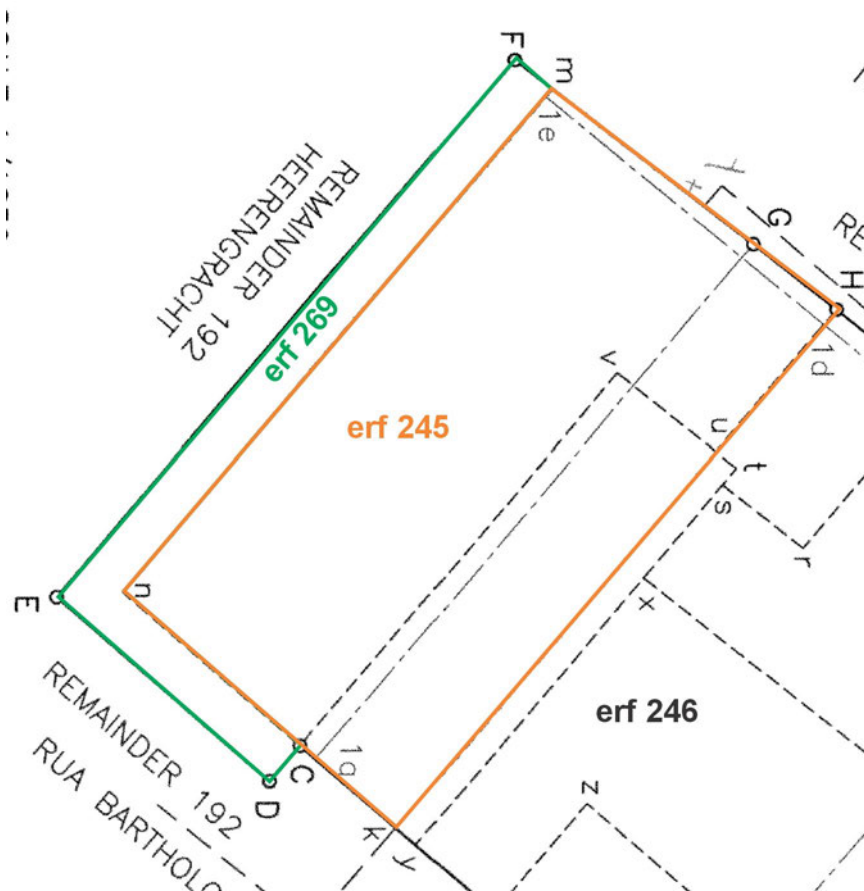


Figure 12: Components of erf 270, to trace the Block C land use rights.

Therefore, The Tower has access to the following permitted rights (excluding the height departure that is needed, refer to section 5.3.1.1), see **Figure 13**:

- 38 441 m² PFA (which excludes the 2015 SDP amendment, therefore no deductions from Block C's PFA);
 - Plus 2 682 m² Floor Space in GB6 area;
 - Minus 13 734m² being the existing CTICC 2 building as far as it relates to Block C (;
- | |
|---|
| <ul style="list-style-type: none"> • 27 499m² available to the Tower |
|---|

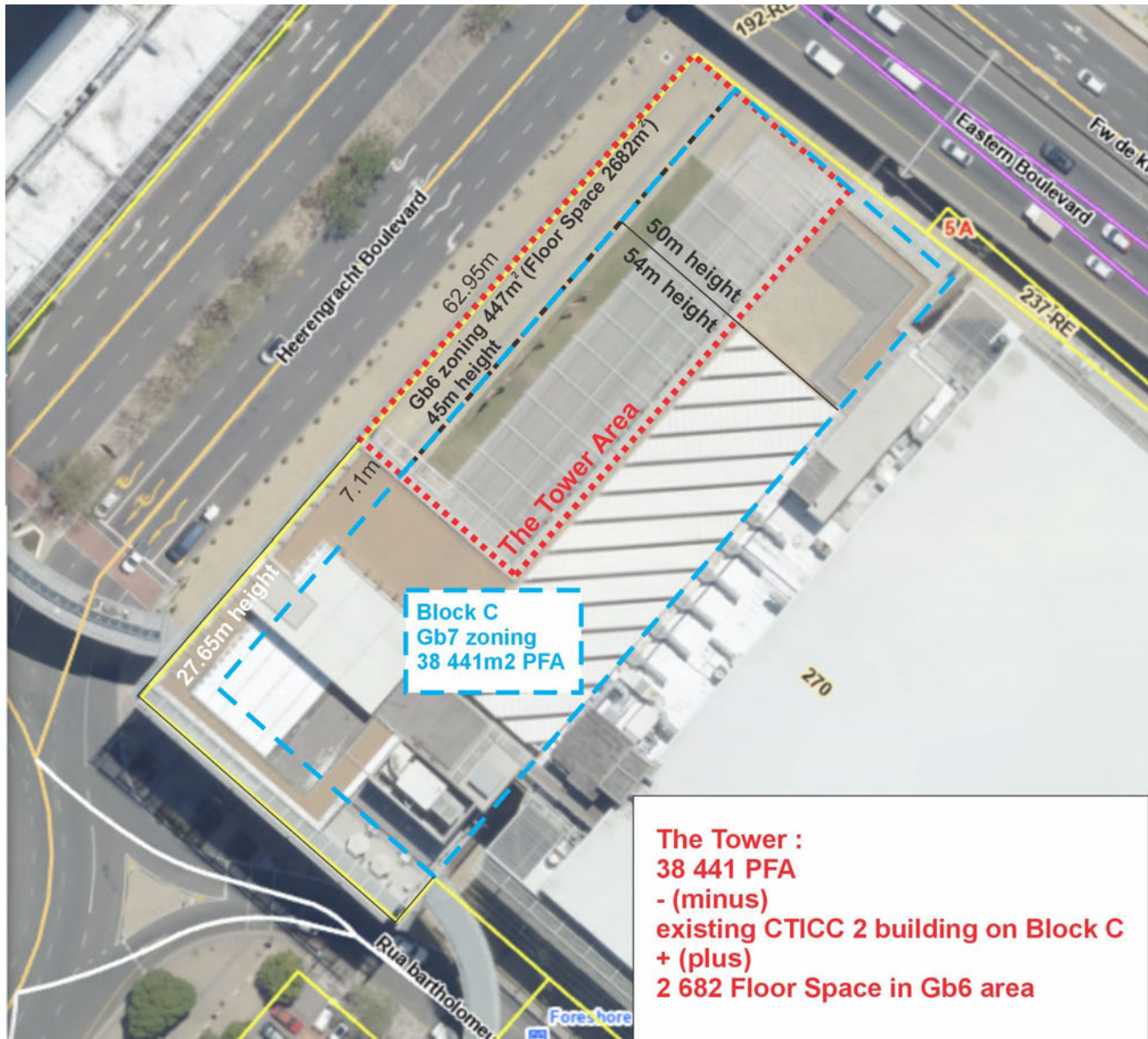


Figure 13: Summary of Existing Land Use Rights: The Tower

4. PROPOSAL

4.1. Lease Area portion of erf 270

The tender referred to a **Building Rights and Lease as follows:** “A long-term lease over a portion of Erf 270 Roggebaai, beginning with an initial 60-year term, followed by a 20-year renewal option, and an additional 19-year extension, cumulating in a 99-year total lease period.”. This lease is indicated on plan RB270LEA01.

As part of the lease agreement, 294 existing parking bays in basement B1 are allocated to The Tower.



Figure 14: Extract from Proposed Lease Plan (erf 270)

4.2. Lease Area portion of erf 192

An additional lease area over a portion of erf 192 is required for access and parking. This lease is also indicated on plan RB270LEA01

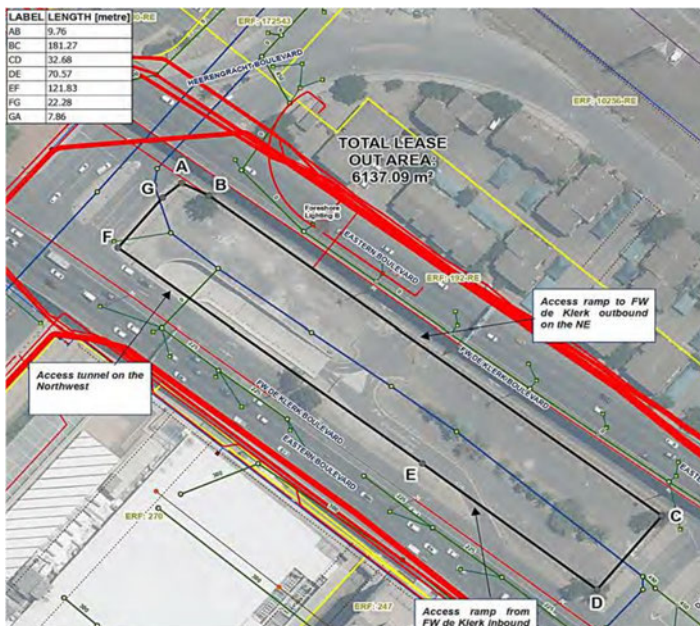


Figure 15: Extract from Proposed Lease Plan (erf 192)

4.3. Rezoning

The proposed lease area portion of erf 270 has a split GB6/GB7 zoning. Due to the proposed height of the building the height of building over the GB6 section would be more than the permitted 10% that qualifies as the threshold for a departure. Therefore a rezoning of this approximately 7.1m wide sliver is required, an area of approximately 448m².

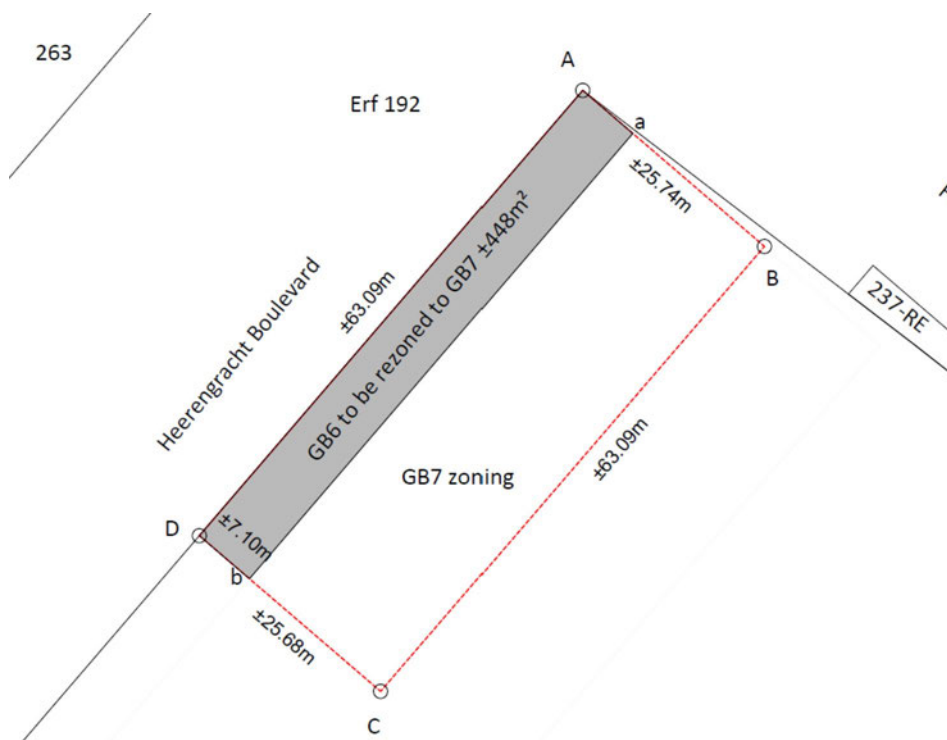


Figure 16: GB6 area to be rezoned to GB7

4.4. The Proposal

A new tall mixed use building is proposed to bookend the CTICC2 building at its prominent location along the entrance to the Cape Town CBD along Heerengracht Boulevard. This building will include:

- A pool deck with a 150-seat bar and restaurant for exclusive use by the hotel and apartments guests.
- Approximately 111 apartments (29 x studio apartments, 44 x 1 beds, 25 x 2 bed, 13 x 3 bed)
- Wellness centre, gym, spa and pool for exclusive use by the hotel and apartments guests
- 200-bedroom hotel
- 2300m² Offices
- 250-seat restaurant for exclusive use by the hotel and apartments guests.
- 725m² CTICC2 innovation Hub
- 14 meeting rooms 800m²
- 120m² retail

The building will accommodate public functions on the first four stories with a 200-bedroom hotel above, including a restaurant, spa, and a gym. The upper floors of the building accommodate upmarket apartments including two floors of penthouses, just below the crown which houses a sky bar, a restaurant, and a pool. There will also be two floors of high grade offices situated above the hotel reception.

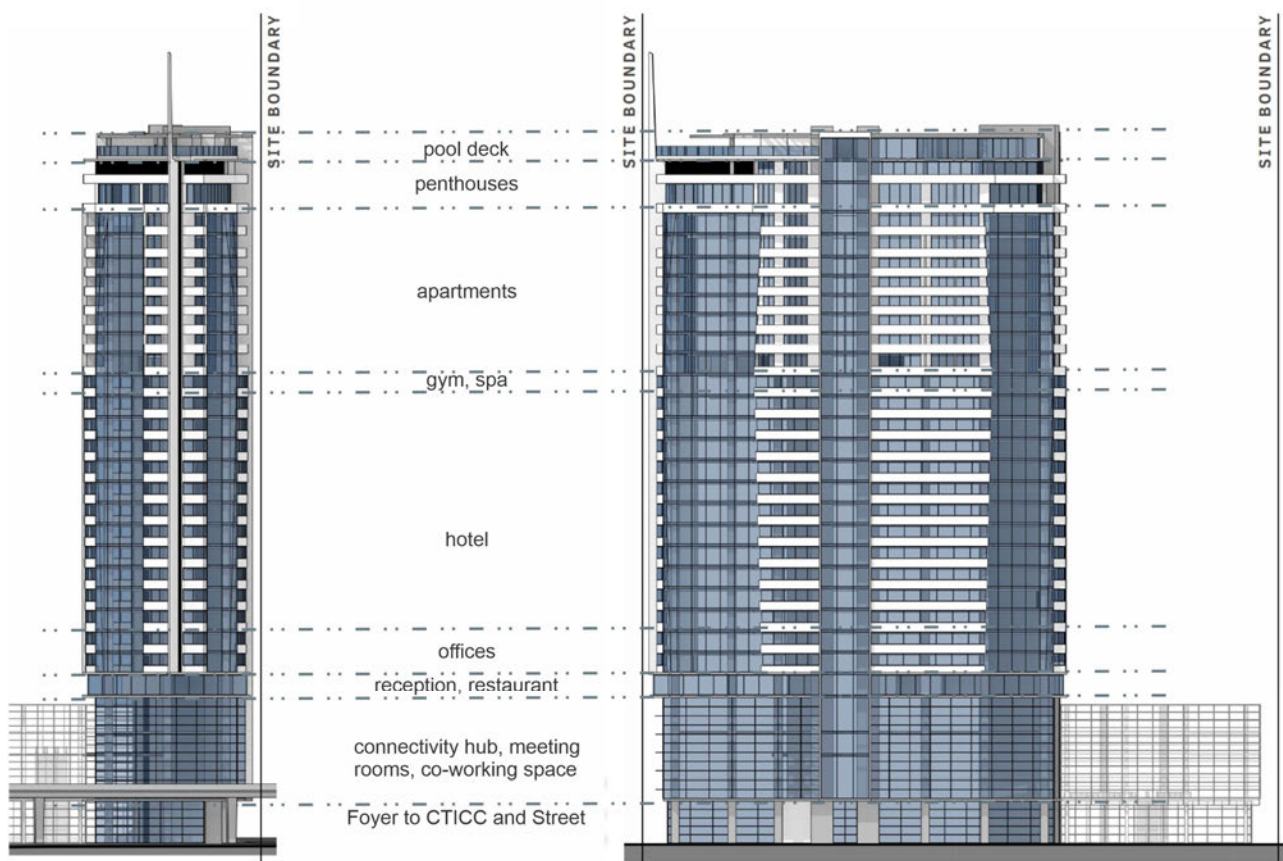


Figure 17: Vertical components of The Tower

Access to the Tower will be via the existing basement access under FW De Klerk Boulevard (no works are required to the current ramp under the ground level freeway. As part of the lease agreement, 294 existing parking bays are available in Basement B1. The Council minute of 5 December 2024 (resolution C 43/12/24) confirms this assignment of basement parking B1 to the future tower project.

The building will be approximately 113.75m tall with a mast detail on the seaward side up to 126.25m height. This will require departures from the 60m height limit (the 50 and 54m height limits on Block C are amended as a result of the SDP amendment – the heights are not written into conditions and appear on plan only).

The proposal also includes the lease area on erf 192 which remains the access to the CTICC2 and becomes the access to the Tower. Provision is also made for drop-off embayment along Heerengracht Boulevard, that had not yet been implemented as per the existing SDP. Note that there are **no structures** proposed on erf 192, therefore no land use items are triggered in this TR2 zoned portion of land.



Figure 18: Integration of The Tower with CTICC2

The proposed development is intended as a fusion between an urban icon appropriate to its siting, and a dialogue with the language of the urban streetscape below.



Figure 19: Proposed Facades and continuation of CTICC language

While the connection with the pedestrian and vehicular interaction at street level is of a grand, but human in scale, the body of the building speaks to the urban scale in which it is placed.

The street addressing facades are intended to mirror those of the existing CTICC2 so as to blend with the current street level architecture. The pedestrian interface functions will contribute a small retail component and the interface with the upper levels of the proposed development as well as the existing CTICC2 .

On an urban scale, the siting is such that the building will, by its position and stature, be one of the gateway structures for the CBD of the City of Cape town.

The chosen urban iconography for the shaft of the building is that of a nautical inspired mass embedded in a symbolic block of ocean. The concept being to evoke a maritime type feeling in dialogue with the nearby docks.

The crown is designed to emphasise that concept looking majestically seaward across the bay.

The building is designed using the latest internationally available photovoltaic technology in the façade, the first design to do so in the country. Together with various other state of the art technologies the energy footprint of the building will be dramatically reduced creating a healthy environment for living.

4.5. SDP Amendment

The Site Development Plan for the CTICC2 requires amendment in order to include The Tower. As per the 2015 SDP amendment method, the full set of existing CTICC2 building is not reproduced, the focus is only on the Tower addition, and its connection onto the existing building. The SDP includes a landscape plan for the adjacent public realm of the tower development, as well as a landscape plan for the parking and access area on erf 192.

The Height Departure is discussed under 0.

4.6. Land Uses

The land uses permitted under GB7 on erf 270 are:

“Business premises, dwelling house, second dwelling, boarding house, flats, place of instruction, place of worship, institution, hospital, place of assembly, place of entertainment, hotel, conference facility, service trade, authority use, utility service, rooftop base telecommunication station, multiple parking garage, private road, open space, veterinary practice, chancery, electric vehicle charging stations, micro wind turbine, structure-mounted energy system and filming “

The original land use right approval, being the 2005 subdivision approval which converted the Subdivisional Area Overlay zone to land uses, matches the DMS permitted uses, and matches the current development proposal completely: Office, retail, restaurant, hotel, residential.

4.7. Transport Considerations

Existing access to the CTICC 2 basement is obtained from FW De Klerk Boulevard, with the entrance located approximately 20 m west of the FW De Klerk Boulevard / DF Malan Street intersection and the exit located approximately 90 m east of the FW De Klerk Boulevard / Heeregracht Boulevard intersection. Two dedicated entry lanes are provided along FW De Klerk Boulevard: one offering direct access to the basement parking via the ramp and underpass, and the second previously serving the overflow parking area located on Erf 192. Vehicles exit the basement parking via the underpass and up the ramp to a single egress point on FW De Klerk Boulevard.

Proposed Access Arrangements (Passenger Vehicles)

A new egress ramp is proposed on Erf 192, connecting directly into the existing underpass and basement parking area on Erf 270. In this configuration, the existing southern ramp will operate as the primary access (entry) ramp, while the future northern ramp will function as the dedicated egress ramp. The underpass linking into the basement parking area accommodates three lanes, allowing flexibility to manage directional flows during peak arrival and departure periods through a reversible centre lane.

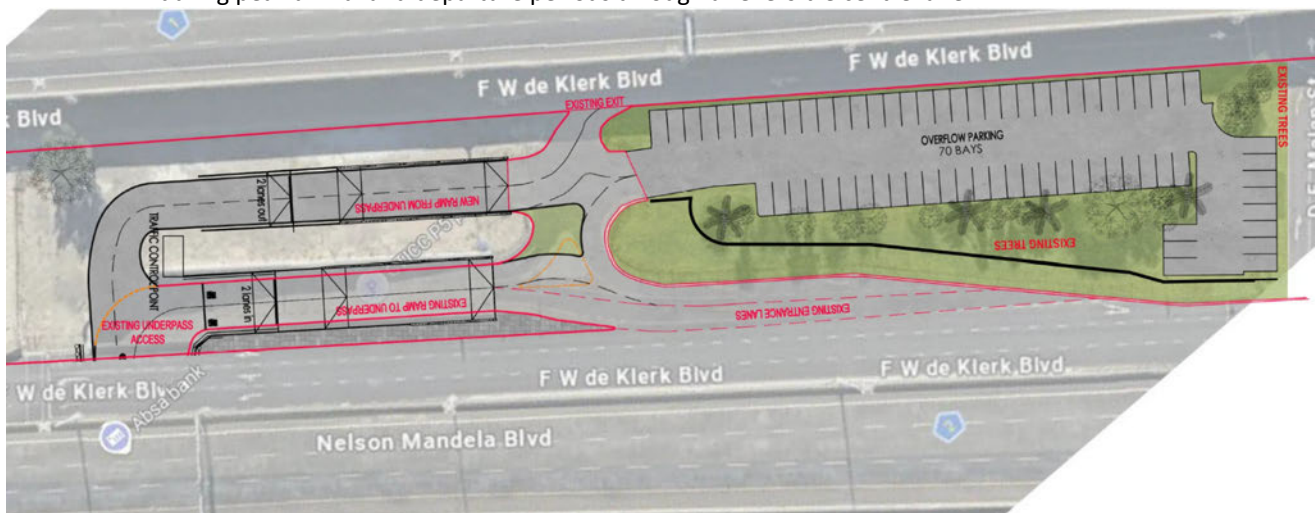


Figure 20: Improved access arrangement

Peak Entry

During peak entry periods, inbound traffic to the CTICC 2 and The Tower will utilise two dedicated entry lanes along the internal circulation route. This dual-lane arrangement will provide adequate capacity to accommodate simultaneous arrivals and reduces the risk of queue spillback toward FW De Klerk Boulevard.

Peak Exit

During peak exit conditions, two dedicated outbound lanes will be provided along the internal circulation route to accommodate traffic departing from both CTICC 2 and The Tower. These two lanes will then merge into one exit point onto FW De Klerk Boulevard. This layout helps traffic flow out more smoothly and reduces conflicts before vehicles reach FW De Klerk Boulevard.

Proposed Access Arrangements (Tour Buses/Uber)

Tour bus operations for The Tower development are proposed to be accommodated via Heerengracht Boulevard, utilising the existing kerbside space and circulation opportunities along the western edge of the CTICC precinct.

Vehicles can enter from the southbound lanes of Heerengracht Boulevard to the designated drop-off and pick-up zone without disrupting general traffic flow. This aligns with the operational pattern currently observed at the Convention Tower, where similar shuttle and service vehicles are routinely accommodated along the frontage road. This access route was also included in the 2014 TIA undertaken by AECOM.

The proposed access along Heerengracht Boulevard offers a practical, low-impact solution for tour buses and limo shuttles. It makes use of the existing road layout and will allow for safe and convenient drop-off and pick-up at The Tower.

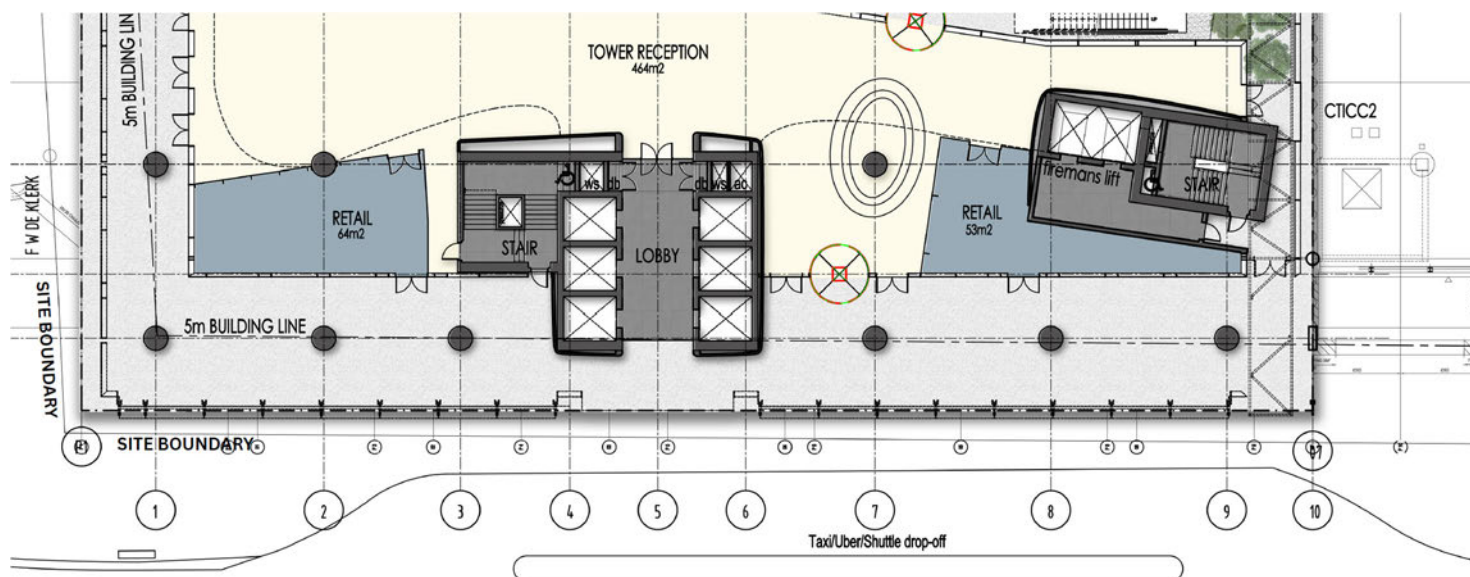


Figure 21: Taxi/Shuttle/e-hailing facility along Heerengracht Boulevard

Proposed Access Arrangements (Deliveries)

It is proposed that delivery vehicles will enter the site via the same access point used by passenger vehicles along FW De Klerk Boulevard, after which they will proceed to the dedicated delivery area. Deliveries will exit the site via a separate, dedicated exit located further east along FW De Klerk Boulevard. Although the design vehicle is still to be confirmed, it is preferred that all turning and manoeuvring movements will be contained within Erf 192. This arrangement eliminates the need for delivery vehicles to merge across multiple outbound lanes on FW De Klerk Boulevard, thereby reducing potential conflicts and enhancing operational safety.

4.8. Amendment of Approval Conditions

Permissible Floor Space

Condition 2 in Annexure A of the 01-11-2001 approval reads:

"The maximum permissible Floor Area of the entire Subdivisional Area shall not exceed 399 00 Sq. m, in extent excluding the built Floor Area of 40 000sq. m of the National Media Building on erf 62."

This condition is to be amended to read:

"The expansion of any buildings in the Subdivisional Area shall be subject to Site Development Plan, Traffic Impact Assessment, wind study, urban design indicators and services capacity analysis".

The reason for the amendment is that despite the Tower's site having an existing container of rights, which is a segmented subset of Floor Area within the overall Floor Area, the city noted a need to confirm the compliance of the rest of the precinct. The limit on floor factor is in opposition to the overlay zone (item 187(8) of the DMS) which has an allowance for no limits on floor factor. The assessment of future expansion will therefore be adequately controlled through the mechanisms in the suggested rewording of the condition.

Parking Ratio

The parking ratio in the 24-11-2005 approval (condition 5.8 (see **Figure 8**)) requires amendment. The attitude to vehicle use in the CBD has changed drastically since 2005, and public transport and NMT use has been heavily promoted for the last 2 decades. Added to that the CBD overlay had always advocated for zero parking and therefore parking should be by election of the operator/developer only. The new building is not without parking provision, as 368 bays are being provided whereas only 56 extra bays would be needed if the ratios in the approval condition were followed (see more under section 5.4 of this report). The current CTICC2 building is underpinned by 2 basement parking levels. Basement B1 (294 bays) had been assigned to the future tower development when the CTICC was being built.

The proposed amendment to condition 5.8 would be as follows:

- Office: ~~3.5~~ **3** parking bays / 100m² GLA
- Retail: 2 parking bays / 100m² GLA
- Restaurant: 2 parking bays / 100m² GLA
- Hotel : ~~0.5~~ **0.4** parking bays / room
- Residential:
 - o 1 parking bay/ studio flat
 - o ~~1.5~~ **1** parking bays/ one-bed flat
 - o 2 parking bays/ two-bed flat
 - o 3 parking bays/ +3 bedrooms/ penthouse
 - o Plus ~~0.25~~ **0.23** visitor bays / unit

The result would be that office parking provision drops from 81 bays to 70; hotel provision drops from 100 to 80; 1 bed apartment provision drops from 66 to 44 and visitors from 28 to 25. It is an appropriate spread of parking reduction, in an environment where unusual parking utilisation occurs despite the CBD being the place for zero parking provision. In addition, hotels that cater for the upper tourism band are less prone to parking needs.

4.9. Item 89 Consent

The Development Management Scheme under item 89 refers to construction actions with Transport 2 zoned properties that require council's consent. In this application, this relates to the lease area on erf 192 in so far as:

- New double exit ramps to be built
- Associated walls and pavements
- Overflow parking area for 70 cars
- And generally associated landscaping

Figure 20 indicates in red lines the existing lanes, and in black the new works. Note that the parking area is an upgrade to an existing discussed parking lot, and the existing trees are being retained. No permission is required on the Heerengracht side, as that is already approved on the existing SDP.

4.10. Services

The Tower site has always been planned to be built, therefore bulk services for water, sewer, and stormwater are available for the CTICC Tower development. The supporting infrastructure is already in place, ensuring ease of access to the new tower site.

The City has confirmed electrical capacity for the Tower.

4.11. Visual Impact

This Visual Impact section serves as an addition to the Urban Design Indicator Report compiled by Urban Concepts dated 30 June 2026 for the remaining open site at the CTICC2.

The property has significant development rights (ca 27,400m² of Floor Space) but requires a height departure, amongst other associated things, to create a building of 113.75m height (with a mast making the tallest point of the structure 126.25m high).

Motivation for a further tall building in this node

The property has always been viewed as another tall building opportunity on the City's Foreshore. The Foreshore is where height is a logical development form, given that a CBD requires development intensification to support the sustainability of public transport investment specifically and infrastructure investment in general. The need for Cape Town to continue its growth as a metropolitan city of international standing is self-evident; and a site such as this reinforces the forward trajectory.

Motivation for a tall building in this area includes:

- The city's fundamental urban policy calling for an increase of urban intensity in areas of core infrastructure;
- Clearly reinvesting in the Foreshore and adding to the residential and hospitality stock of the city;
- The earmarking of this site for a significantly tall building in the Cape Town CBD Local Spatial Development Framework ("LASDF")
- The fact that the CTICC2 site always envisaged a tall building in this position, as a bookend to the eastern edge of Heerengracht Boulevard

Heerengracht Boulevard is part of a major public space network, and the LASDF speaks to the role of street level activation for pedestrians, in particular relative to the future potential that could exist as the city aims to "reclaim" a public environment space against the harbour. The design proposal does just that.

Visual Impact

This appraisal considers the visual impact of the height of the proposed building, using digital simulations, and demonstrates that:

- the proposal is not unduly out of keeping with its surroundings;
- it does not impose undue negative impacts from a visual perspective on the Foreshore precinct
- it adds positively to the city's evolving and consolidating skyline, particularly on its interface with the sea
- it creates a positive precedent for the city into the future

In undertaking such an appraisal, the following is noted: the term "visual" implies a range of measurable impacts (light penetration, framing of view corridors, continuation of the city grid not only a street level, the variety of scales that impact occurs or doesn't occur, and so forth), as well as less directly measurable ones such as intangible aspects that contribute to the local character of a place.

Cities grow and intensify, that is the nature of metropolitan centres they are constantly in a "process of becoming". Therefore, every new building is an "abruptness" relative to that which currently exists; hence the Local Area Spatial

Development Framework sets the tone of what is holistically to be expected in this location. The visual consequence is inevitable, and the remnant assessment is against that which is retained.

It is worth considering the horizontal scale first: the site is small, tight, condensed. Any verticality is thin in comparison; it therefore is inescapable that its vertical impact is limited in terms of inhibiting view lines.

An accurate model of building by MWA Architects was prepared in Revit and converted to pdf and superimposed into Google Earth 3D buildings and into an overall model of the Cape Town City Centre. Views from Google Earth and Revit were used to evaluate the visual impact. The accuracy of this visual impact is fairly accurate and will give a clear understanding of the impact the building has on the city-wide and local context.

Views on a city-wide scale



Figure 22: Long view from the South West

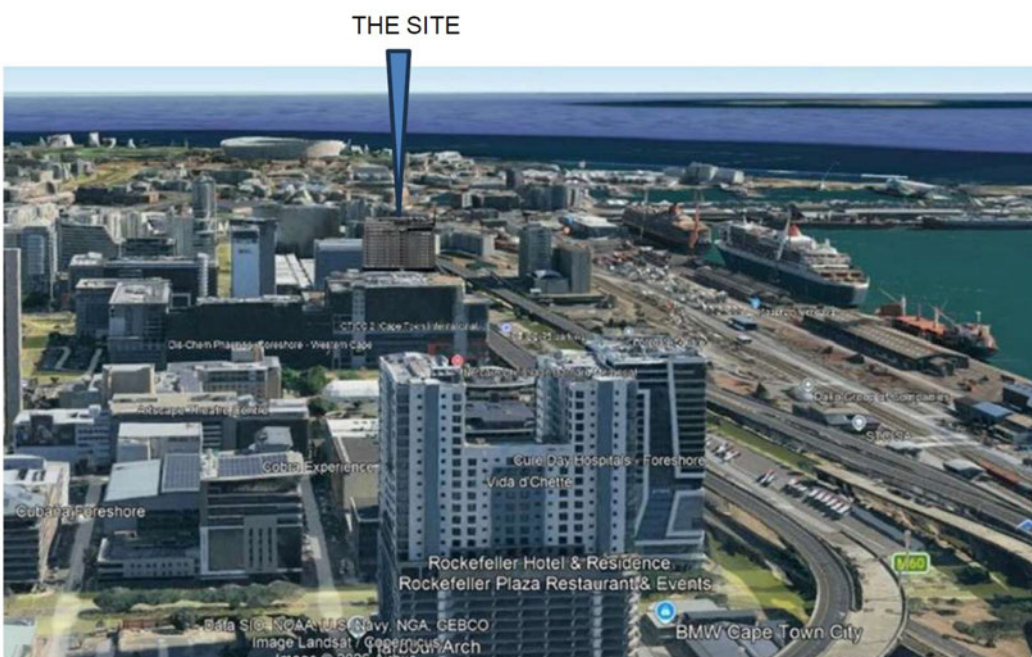


Figure 23: Long view from the South East



Figure 24: Long view from the North West

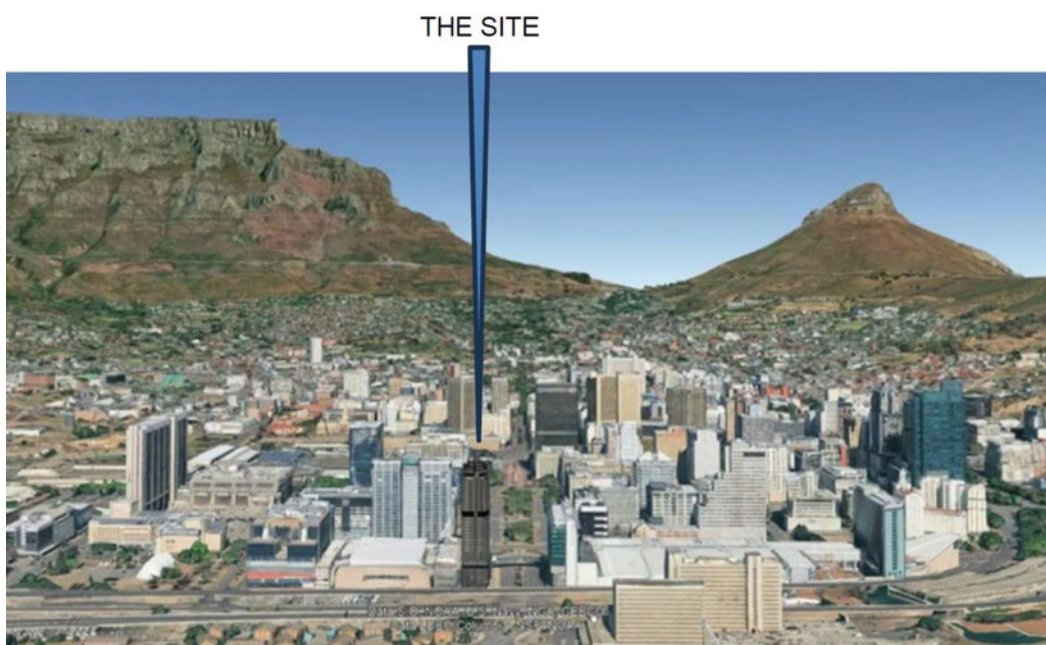


Figure 25: Long view from the North East

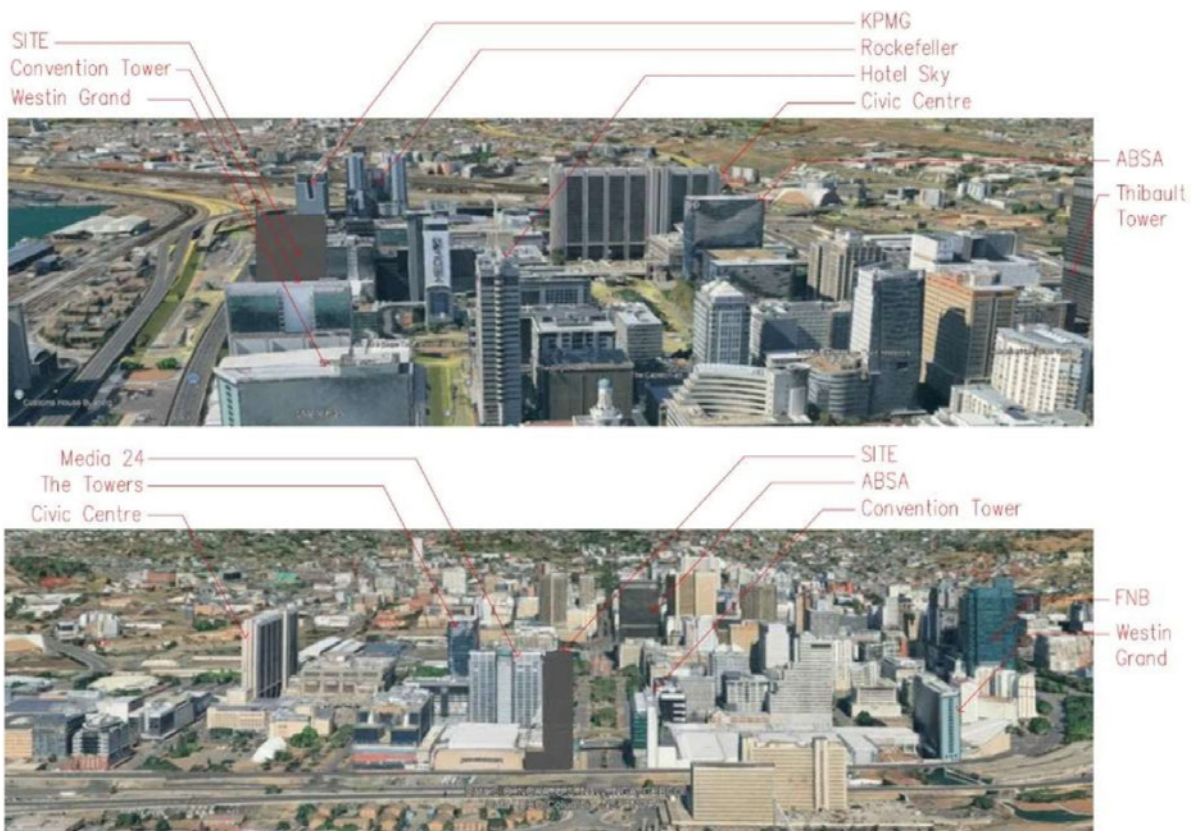


Figure 26: Aerial City Views

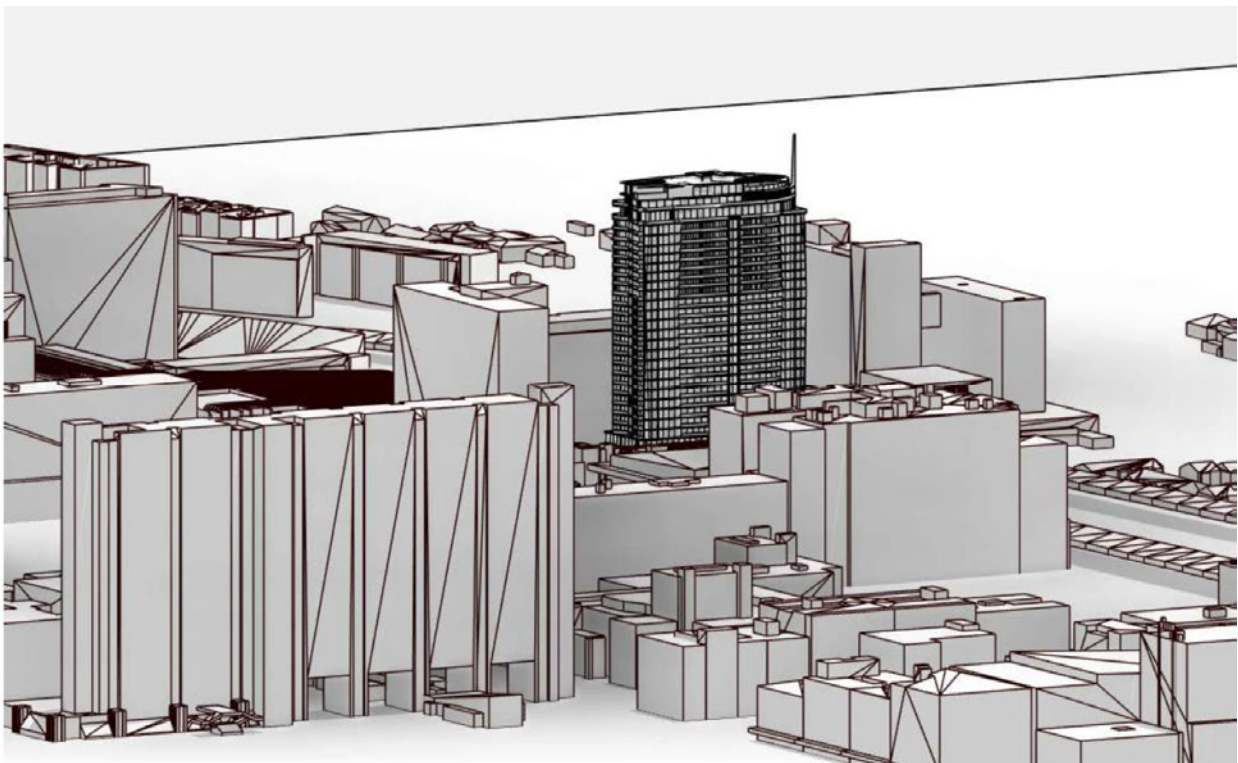


Figure 27: City model view from the South

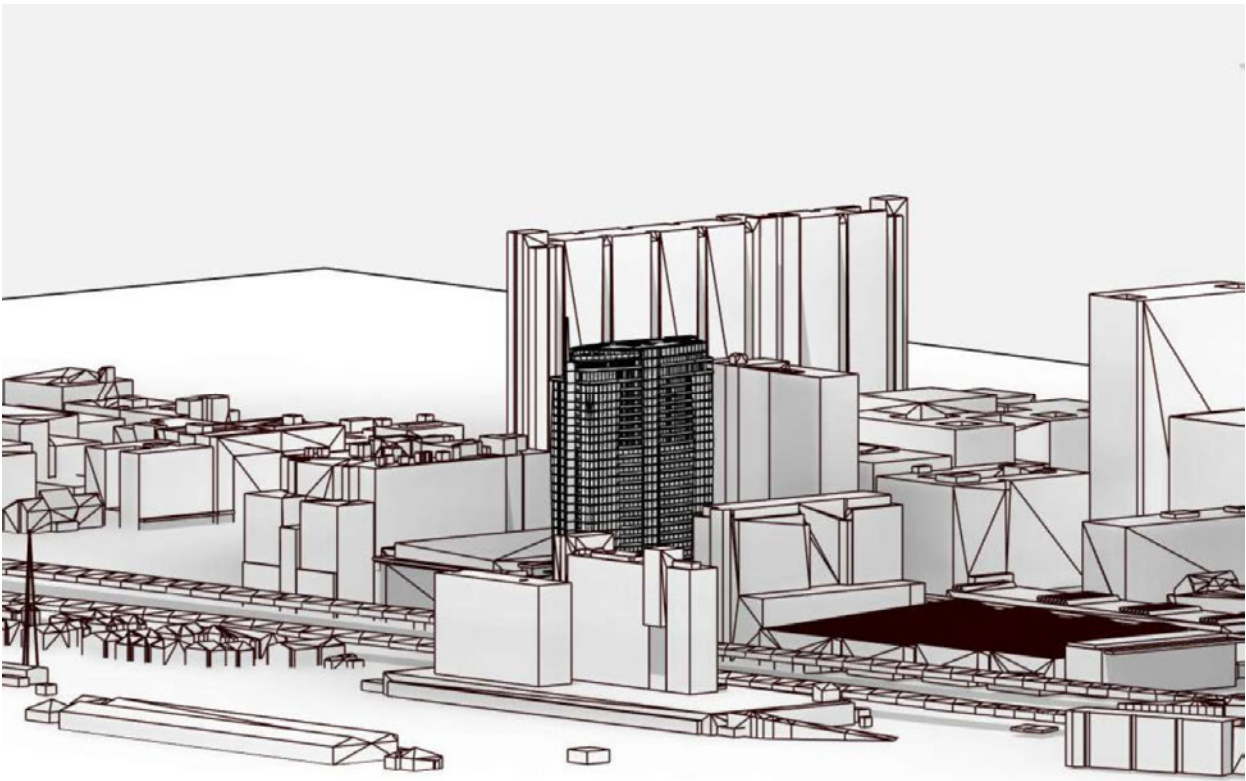


Figure 28: City model view from the North

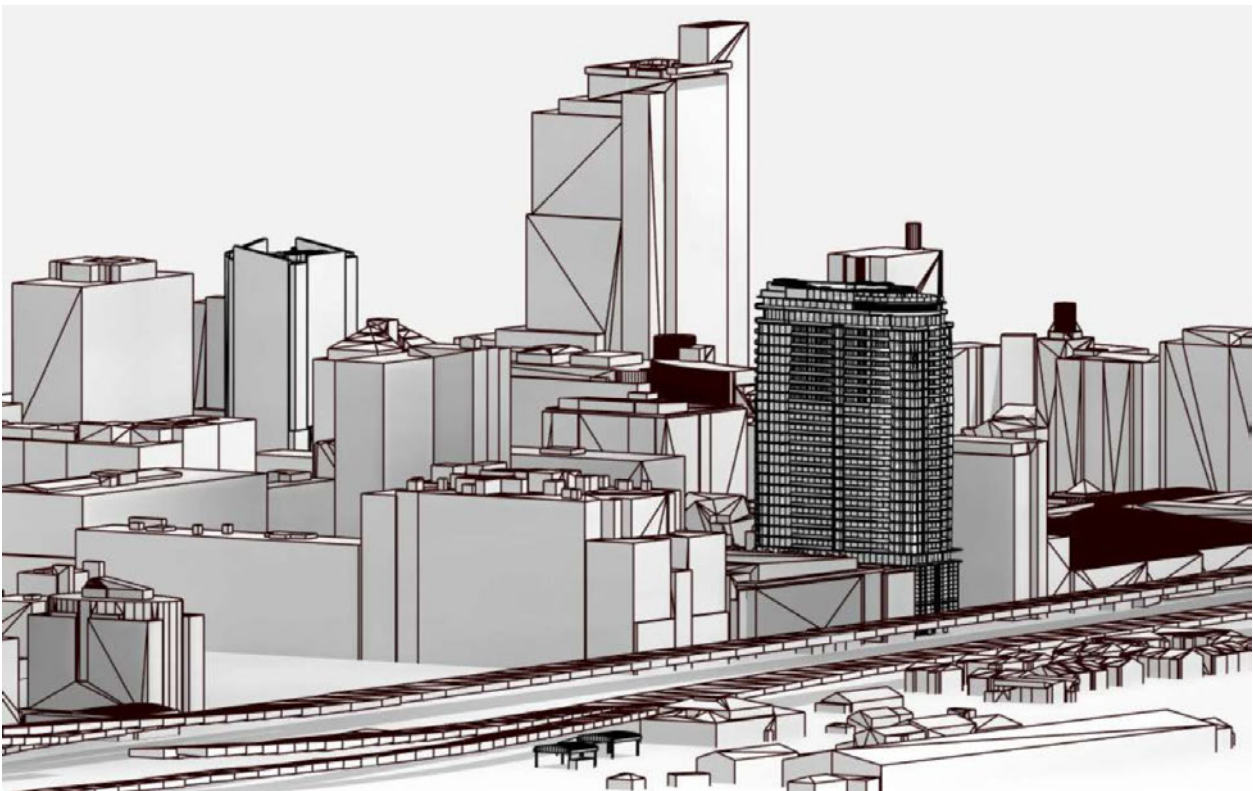


Figure 29: City model view from the East

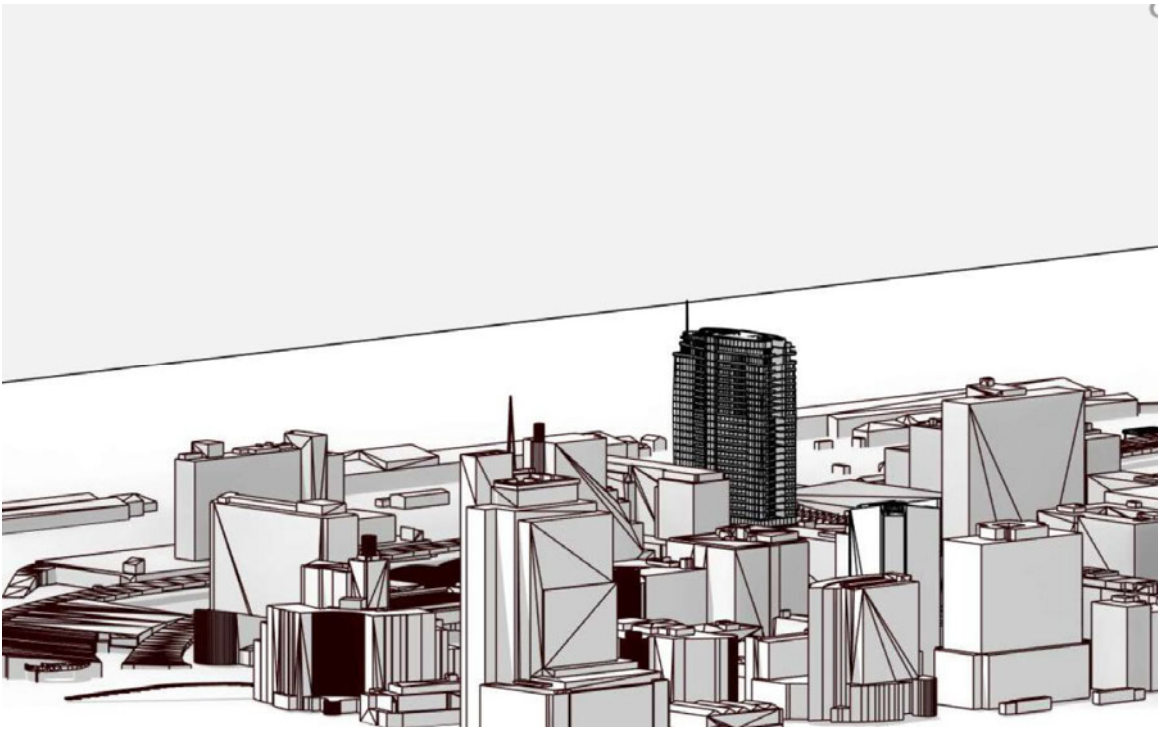


Figure 30: City model view from the West

Local scale impact

At a local scale, the height proposed is expected along the sheer scale of Heerengracht Boulevard being Cape Town's premier boulevard. The CBD expresses its status in the Foreshore in particular; it does not compete with Table Mountain views; it amplifies them by drawing the eye towards the mountain. At pedestrian (and car) level, there is nothing to be seen on the west and east, because of the existing established tall buildings in the precinct.



Figure 31: Sequence of available mountain views on arrival in the city



Figure 32: Site location in relation to view corridor

There is limited overshadowing, given that the roof of the CTICC2 is not accessible to the public.

Shadow studies reveal a slender shadow falling in the roadway for a period of around an hour and on the sidewalk for a further hour taken between 09:00 and 10:00 during the winter Solstice.

The shadow moves rapidly around, shortening during the midday and ending over the roof of the existing CTICC2. At midday during the summer Solstice the building shadow is negligible as can be seen below.



Figure 33: Shadow @ 13:00 on 21 December (best case)

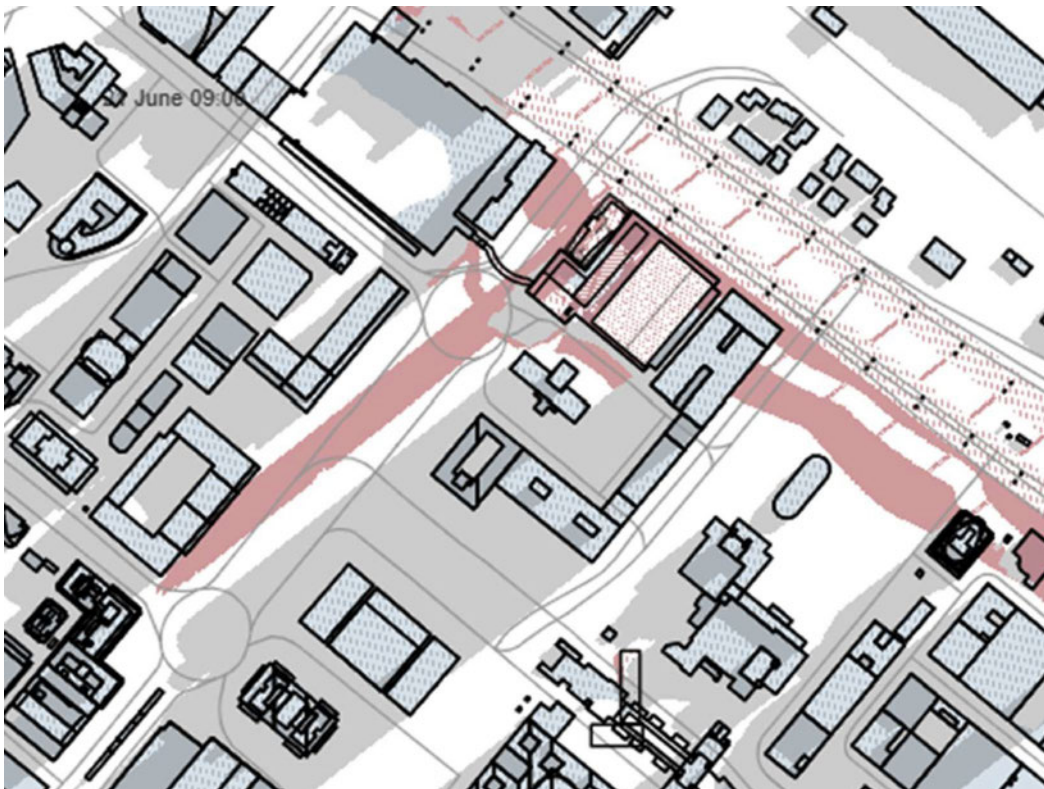


Figure 34: Shadow @09:00 21st June (worst morning case)



Figure 35: Shadow at 10:00 on the 21st of June (one hour after worst morning case)



Figure 36: Shadow at 16:00 on the 21st of June (worst afternoon case)

There is thus no urban design rationale that suggests that the height and form of the proposed building creates a negative visual impact that needs to be mitigated.

Table of Visual Impact

The table below indicates the overall visual impact of the proposal. Note that a very positive impact will occur at ground floor as the building is designed to have a positive visual quality, and strong relationship with the street. This street along Heerengracht allows future city grid extensions northwards towards the Port into the space below the elevated freeways.

Phase of development	Anticipated Impact	Impact type	Impact extent	Impact duration
Construction	Negative impact	Visual associated with construction	Primarily local / immediate vicinity impact	Very short
On-completion	Noticeable impact on city form primarily at local scale	The novelty of a new dominant city element	Local and Foreshore impact	short
Going forward	Adjusting to positive as it becomes integral with the city form	Being part of a consolidating cluster of tall buildings, the new building morphs into an enduring urban form and scale	Enhanced street experience, and part of a maturing city skyline over time	Long term

Phase of development	Impact Intensity	Impact frequency	level of impact mitigation required	Overall visual impacts anticipated
Construction	Low	Daily at localised level for a short duration	Low-confined to good site and construction management practices	Low-negative impact over short construction period

On-completion	Obvious	Daily at a local and Foreshore level	Low-confined to putting a better addition into the Foreshore	High-positive impact of a new building with new visual qualities in the local area
Going forward	Medium and dissolving with familiarity	Daily and dissolving as o noticeable addition to the city skyline with familiarity	Low-The building will bend into o maturing city-scope and offer o for better local and street experience than at present	Medium-Enduring positive impact of a well-scaled tall building meeting the ground in a positive urban manner

Active Edge Creation on Street Frontages and the upgrade of adjacent public environment

The public interface of the building is designed to seamlessly blend with the existing CTICC colonnade at street level. The current building overhang and façade treatment at street level and up to the top of the existing CTICC building are to be extended to form the base of the new tower.

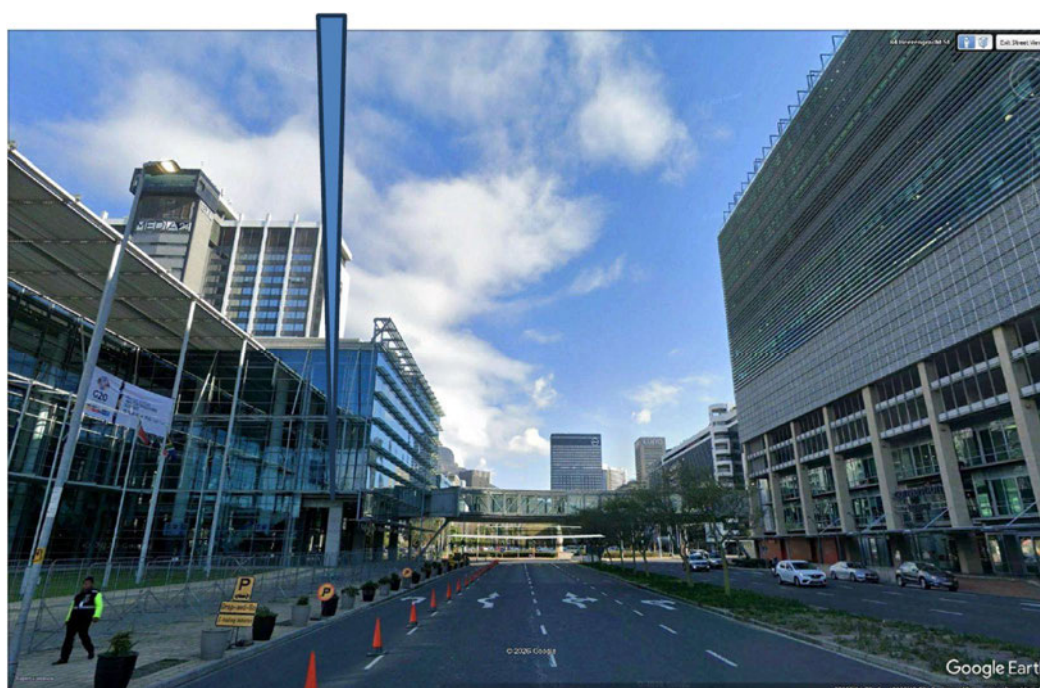


Figure 37: Extension of existing façade treatment

The proposed public interface activities include access to the CTICC2 complex as well as the pedestrian entrance to the proposed luxury hotel, office and apartment building.

In addition, the proposal includes two pockets of destination retail activity.

These additional activities will complement the current convention centre as well as promoting the City's vision of encouraging pedestrian activity along the Heerengracht axis between the City and the harbour area.

The previously approved layby along the Heerengracht in front of the proposed tower will be built to allow safe e-hailing and bus transfers.

It is the developer's intention to include in ground planting along the covered walkway between the glass line and the colonnade to extend the green corridor flanking the Heerengracht further towards the docks.

Various interventions, including but not limited to the ground floor covered walkway, have been introduced in the design of the tower to mitigate the effect of wind in the immediate area surrounding building.

These interventions and the detail of the proposed landscaping are referred to in the wind study carried out by Sutherland Engineers, and the Landscape report carried out by ALTA Planning and Design.

5. MOTIVATION AND DESIRABILITY

5.1. Consistency with the Cape Town Municipal Spatial Development Framework, 2023 (MPBL, section 99 (1)(b))

The MSDF locates the site within the Urban Inner Core, as part of a Metropolitan Node and a Development Corridor. The proposed mixed use development is compliant with this policy.



Figure 38: Extract from MSDF

5.2. Approval of the application would not have the effect of granting the property the development rules of the next subzone within a zone (MPBL section 99(1)(d))

Not applicable: the CBD Local Area Overlay makes this a moot point, and there is no zone greater than GB7 for the height component.

5.3. Compliance with any applicable spatial development framework (MPBL section 99(2)(a))

5.3.1.1. Table Bay District Plan, 2023

Complies – the district plan follows the MSDF designation and this property is situated in the City’s main metropolitan node, and further emphasised as “Mixed Use Intensification”.

The proposal promotes development within metropolitan nodes - the CBD is a major node. It ensures appropriate built form and land use to achieve a distinctive urban environment. It promotes mixed use intensification to facilitate regeneration and improve the public realm. The proposal ensures active edges and positive interfaces on building facades and the improvement of streetscape. It’s increased residential density contributes to sustainable public transport use.

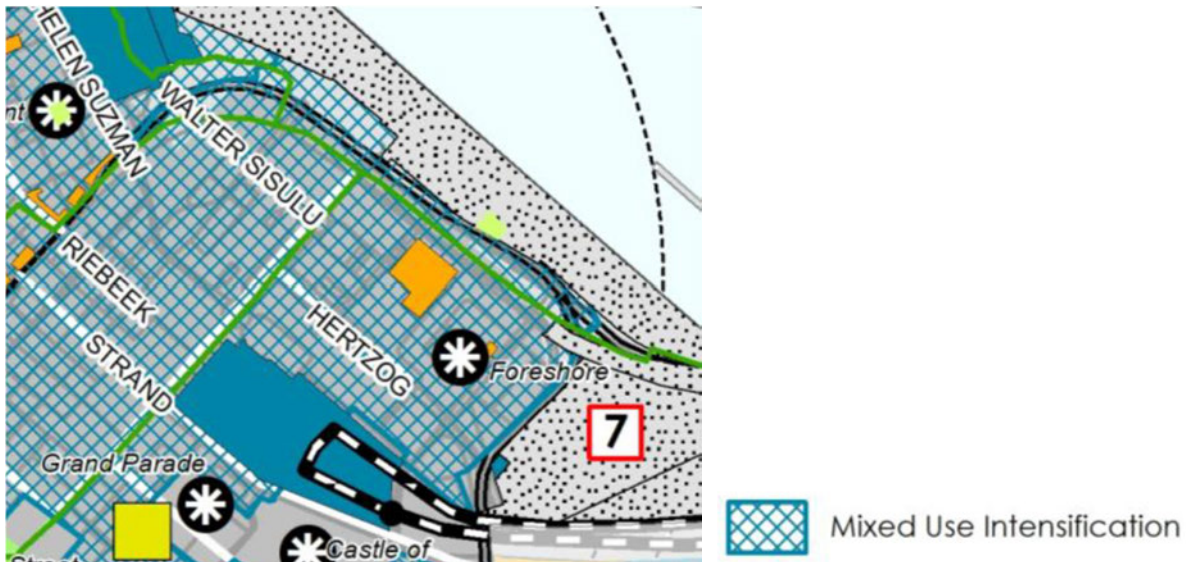


Figure 39: Extract from Table Bay District Plan

5.3.1.2. Cape Town CBD Local Area Spatial Development Framework, 2025

Erf 270 is recognised in the framework as “CTICC 2 Tower” and as “Commercial extension to the CTICC2 building”. In table 5-6 of the document (Special urban character areas) the compliance of the proposed scheme is echoed directly (own emphasis added) : “Tourism/ events hub. Hospitality focus (hotels and service apartments). Land uses near the Convention Centre are predominantly focused on supporting the events, tourism and hospitality industry and not necessarily supporting long-term urban residential activity. This has potential to change in the future to create opportunities for CCTIC visitors to walk to the convention centre.” The scheme introduces apartments into the mix of land uses, thus achieving the introduction of a localised population.

Heerengracht Boulevard is part of a major public space network, and the document speaks to the role of street level activation for pedestrians, in particular relative to the future potential that could exist as the city aims to “reclaim” a public environment space against the harbour. The design proposal does just that.

In the precinct based design guidance (East Foreshore Precinct) the role of the “The Towers” site (the proposed lease area of erf 270) is acknowledged as being a focal , tall building.

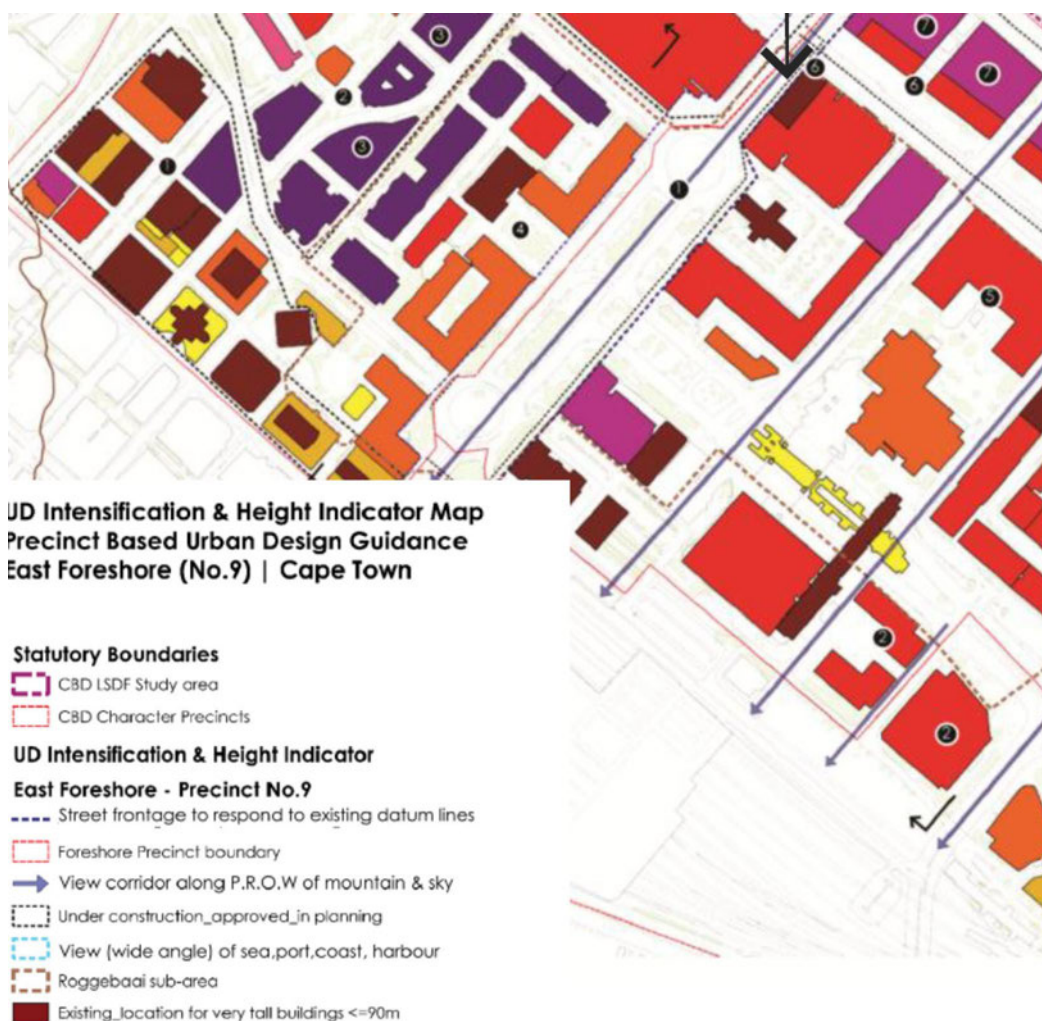


Figure 40: Extract from Cape Town CBD Transition Local Area Spatial Development Framework

5.4. Compliance with relevant criteria contemplated in the development management scheme (MPBL section 99(2)(b))

Because the properties are located in the Cape Town CBD Overlay zone, and the Roggebaai Overlay Zone, many of the normal provisions on the DMS for GB7 properties does not apply. In the assessment of the proposed building, below, comments will be made to clarify which parameters apply:

Erf 270 – The Tower		
GB7 parameters	Permitted	Proposed
Sect 60 (a) Coverage	100%	Compliant
Sect 60 (b) street centreline setback	8m from street centreline	Does not apply as adjacent roads are wider than 16m.
Sect 60 (c) Floor Factor	n/a – governed by approval conditions and existing rights in the GB6 “skirt” along Heerengracht Boulevard: 38,441m ² FA (“Block C” in 2005 document), 2,682m ² Floor Space in the GB6 zoning (prior to GB7 rezoning) Less 13,734m ² for existing buildings 27,389m² available to the Tower	Compliant 26,078m ²

Sect 60 (d)(i) Height above EGL	Note per DMS sec 187(2)(d) height is measured off 3.89m datum above mean sea level; EGL is also shown on the elevation, but is not the measure of height (the difference is only 11cm)	DEPARTURE 113.75m tall building in lieu of 60m (the mast reaches 126.25m).
Sect 60 (e) Building lines	Superseded by section 187(9) "Notwithstanding the development management scheme, the building lines prescribed for General Business or Mixed Use zonings shall not apply."	No applicable building lines
Sect 60 (f) residential incentives in GB7	n/a – governed by approval conditions	n/a
Sect 60 (g) hotel floor space concession	Where it is proposed to erect a hotel of at least 30 bedrooms within these subzonings, the following portions of such hotel shall be disregarded when calculating the total floor space of the building:— (i) Rooms which are used by residents and visitors as dining rooms, banqueting rooms, bars, restaurants, ballrooms, rooms for games and sports, lounges, sitting rooms, reading rooms, writing rooms and conference rooms; (ii) Public foyers and areas comprising public or communal stoeps, verandahs, balconies, terraces or sun decks used by hotel residents or visitors; (iii) Barber shops, hairdressing salons, florists and similar enterprises within the hotel for the exclusive use of hotel residents; (iv) Offices forming part of the hotel premises, used solely for the administration and management of the hotel; (v) Kitchens, sculleries, laundries and similar service facilities forming part of the hotel premises; (vi) Storerooms appurtenant to the hotel; and (vii) Staff quarters appurtenant to the hotel, including corridors, stairs and other means of access within such staff quarters, including all kitchens, dining rooms, recreation rooms, laundries and other such rooms for the exclusive use of staff.	Taken into account for floor space calculations
Sect 60 (k)(ii) Parking and Access	Except with the approval of the City, no parking bays at ground floor level on a land unit, either outside or within a building, shall be located closer than 10 m to a street boundary, in order to enhance amenity at street level.	There are no ground level parking areas.
Sect 140 (2) Carriage Way Crossing (CWC)		Not applicable: - There is no carriage way crossing at grade with FW De Klerk Blvd. - The CWC underneath the road (the existing access to the basement) is not being altered. - There is no CWC along Heerengracht.
PMR 5m building line (Heerengracht Street and FW De Klerk Boulevard)	The relaxation granted in 10/12/2015 SDP approval along Heerengracht only applies to that portion applied for.	DEPARTURE: 0m in lieu of 5m for Heerengracht and FW De Klerk Boulevards
Other	Section 187 (15) The minimum clear height of any pedestrian arcade shall be 3,66 m and for any	Complies

	vehicular arcade shall be 7 m, and such clear height shall be measured from the highest point of the finished footway or street level within the arcade.	
Parking	PT2 Zone (zero parking), but the site is subject to approval condition 5.8 (dated 24-11-2005) regarding parking ratios, which require: 424 bays, as: 200 room Hotel (0.5/room): 100 required And facility to accommodate stop and go facility for e-hailing taxis and collection point for scooter deliveries 2300m² Office (3.5/100): 81 required 120m² Retail (2/100): 2 required 1 450m² Restaurant (2/100): 29 required Residential: 212 required, as 29 x studio apartments @1/unit: 29 required 44 x 1 beds @1.5/unit: 66 required 25 x 2 bed @2/unit: 50 required 13 x 3 bed @ 3/unit: 39 required 111 units, @0.25/unit visitors: 28 required	Note that the Council minute of 5 December 2024 (resolution C 43/12/24) confirms this assignment of basement parking B1 to the future tower project 368 provided, in 294* bays in the basement B1, plus 4 concierge bays, plus 70 bays on erf 192: Hotel: 80 provided (<u>0.4/bed</u> *) Facility to accommodate stop and go facility for e-hailing taxis and collection point for scooter deliveries is being provided along Heerengracht Boulevard. Office (<u>3/100</u>*): 70 provided Retail: 2 provided Restaurant: 29 provided Residential: 187 provided, as studio apartments: 29 provided 44 x 1 beds <u>@1/unit</u>*: 44 provided 25 x 2 bed @2/unit: 50 provided 13 x 3 bed @ 3/unit: 39 provided 111 units total, <u>@0.23/unit for visitors</u> *: 25 provided * <u>Amended ratios</u> being applied for

5.4.1.1. Height Departure

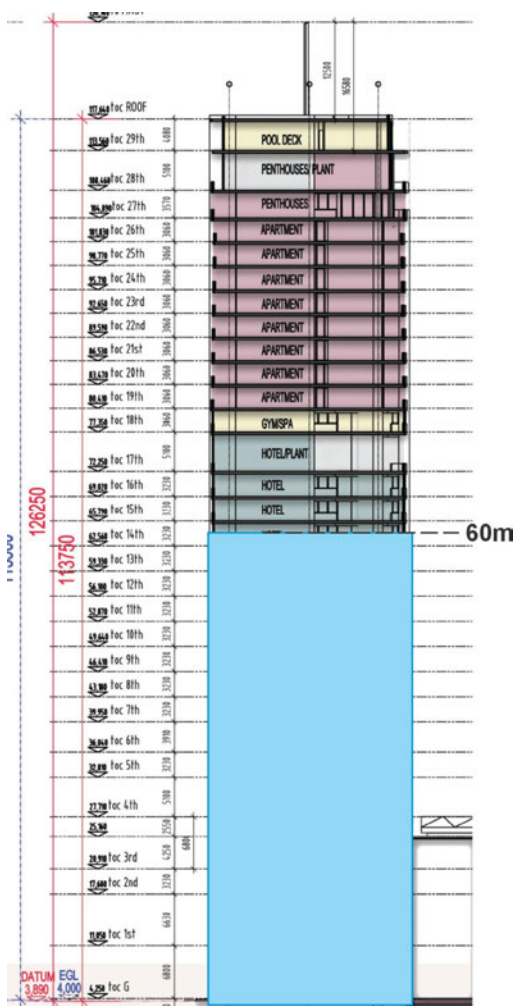


Figure 41: Height departure

Figure 41 expresses the height departure diagrammatically, in that the blue solid area is the 60m height of the GB7 base zoning (including the 7.1m sliver of GB6 area along Heerengracht that is being rezoned to GB7); note again that the 50 and 54m heights per the approved SDP are amended as a result of the new SDP overriding the current one- there is no amendment of approval conditions per se.

The height departure is ameliorated by these factors:

- The Cape Town CBD LASDF holds the space for a very tall building;
- From section 4.10 Visual Impact Statement *“At a local scale, the height proposed is expected along the sheer scale of Heerengracht Boulevard being Cape Town's premier boulevard. The CBD expresses its status in the Foreshore in particular; it does not compete with Table Mountain views; it amplifies them by drawing the eye towards the mountain.”*
- The Urban Design Statement agrees that the height departure is a mechanism for *“meaningful urban renewal balanced by pocket parks, greening buffers, and active street interfaces.”*
- The location of the Tower means that buildings “behind it” (south) are not impeded of view of the sea (namely the Media 24 building – it has been deliberately devised this way);
- Allied to this, the relatively isolated position means there is a reduction in shadow effects and the CTICC2 building is a but a roof that is therefore not impacted at all ;

- The foundations for a tall building such as this were included during the construction of the CTICC2 basement, therefore a tall building was always foreseen here.

5.4.1.2. 5m PMR Departure

This departure is minor in impact, as the CTICC2 building already has this departure on the southwestern corner.

5.5. Compliance with any applicable policy or strategy approved by the City to guide land-use decision making (MPBL section 99(2)(c))

The proposal was assessed in terms of the IDP, Economic Growth Strategy, the Social Development Strategy, Urban Design Policy and Tall Building Policy. The Densification Policy has been omitted because the site location need not be motivated in terms of densification.

5.5.1.1. City of Cape Town IDP 2022-2027

The proposal is strongly aligned with the Economic Growth theme of the IDP (increased jobs and investment in the Cape Town economy).

5.5.1.2. Economic Growth Strategy

The overarching objective of the economic growth strategy is to stimulate growth and employment and address the fundamental economic imbalances in terms of employment and poverty throughout the City. The strategic framework focuses on encouraging the City to shift its status to the “Opportunity City” which is envisaged to consist of various mechanisms that aid in weighing out the imbalances.

The proposal aligns with the objectives of the economic growth strategy by firstly providing substantial employment over the construction phase, as well as a significant amount of permanent staff once the building is ready to commence with operations. Particularly the mix of uses propose a number of skilled and semi-skilled positions and provide a range of employment opportunities from jobs in retail, hospitality, conferencing, maintenance and security.

5.5.1.3. Social Development Strategy

The Social Development Strategy is concerned with the overall improvement of and enhancement in the quality of life of all people, with specific reference to the poor or marginalised population. As subsequently mentioned, the proposal will create employment opportunities through the construction and post-construction stages of the development. Given that the proposal creates a truly mixed use building a significant range of job opportunities will be created which otherwise do not exist.

5.5.1.4. Urban Design Policy 2025

The proposal meeting the key requirements of the policy can be summarised as follows

- Enclosure & positive interfaces (Obj. 6)
 - Permeable Ground floor edges to encourage high activity bringing "eyes on the street" (no blank facades, parking structures).
 - High-density / tall structures to utilize setbacks & step building mass down at the street level.
- Streets as public places & accessibility (Obj. 4)
 - Prioritise the public realm to accommodate high-volume pedestrian movement, linking safely into MyCiTi station network & CTICC precinct.
- Identify context & heritage sensitivity (Obj. 9)
 - Built form to respect monumental scale & historic axial vista of Heerengracht Street.
 - Establish a high-quality visual landmark signally entrance to a world-class civic core.
- Green infrastructure & sustainability (Obj. 8)
 - Urban greening of development as a street level buffer from heavy traffic / windy conditions throughout.

The volumetric development of the tower results in a curvilinear form which is already in the plan form of the CTICC2 itself. Both the Rua Bartholomeu Dias and the FW de Klerk facades of the existing CTICC2 are curved and banded, as is the iconic façade of the CTICC1.

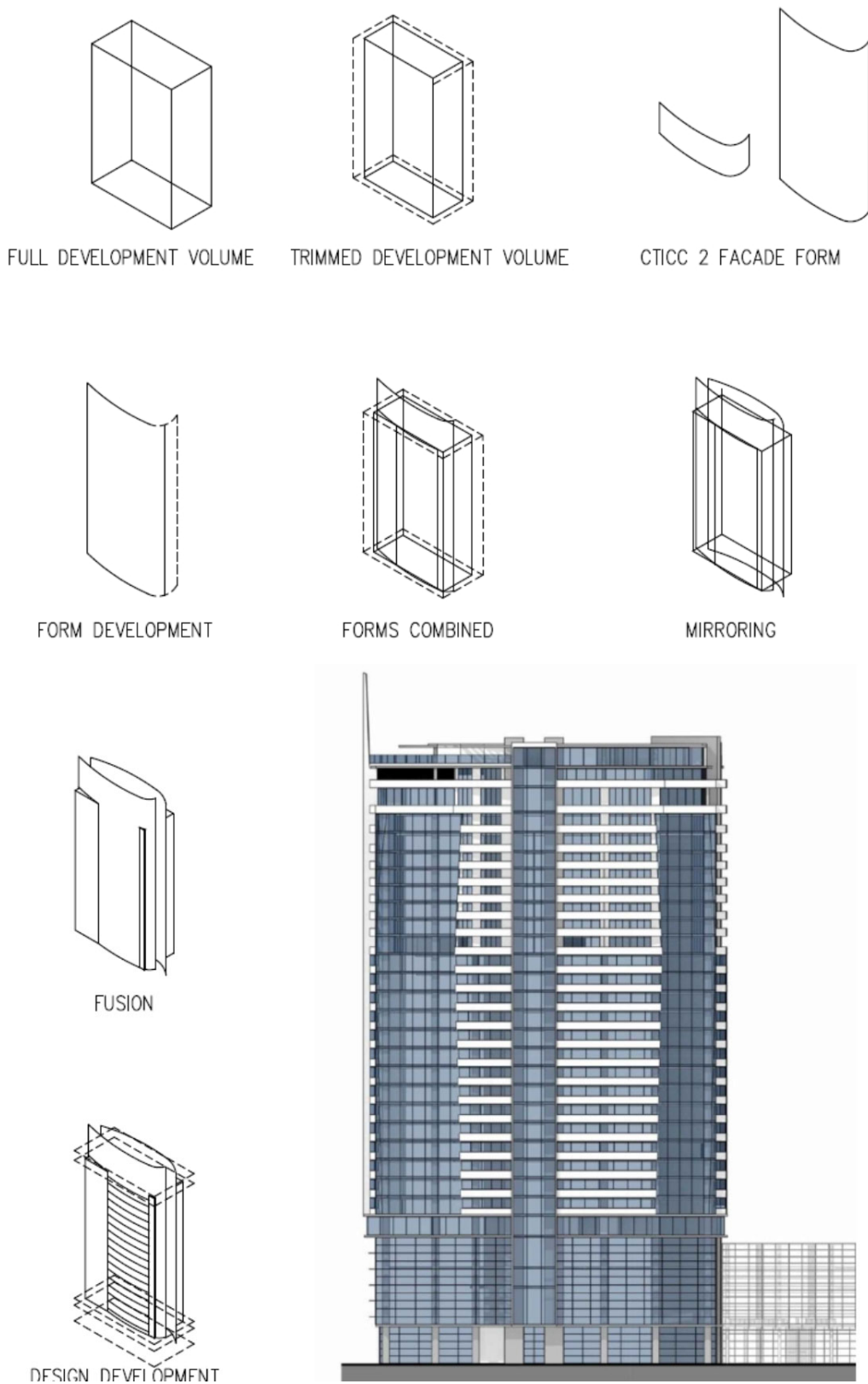


Figure 42: Volumetric development of the tower

The proposal complies with this policy as explained in the compliance response to applicable objectives in the table below. The proposal is to be read with the Urban Design Statement report.

Policy	Compliance
OBJECTIVE 1: ENSURE LEGIBLE SPATIAL STRUCTURE	
PS1.1 When compiling development proposals, the logic of the underlying urban structure should be communicated in a clear, rational and well-articulated manner.	<i>Note: Response to be read together with the response to P.1 and P.2 of the Tall Building Policy.</i> The proposal strengthens the metropolitan spatial structure and reinforces key urban relationships. The site sits within a metropolitan node of exceptional density and diversity. Within this node, the site falls within a civic cluster defined by tall, dense, and often ‘iconic’ corporate buildings – an urban typology the proposal complements and strengthens. This urban character is reinforced by the cluster’s strategic position at the intersection of Heerengracht Street and Eastern Boulevard. Heerengracht Street functions as a higher-order development route and as a key spatial and visual corridor linking the sea/port to the mountain/inner city, with recognised heritage value. Eastern Boulevard is a major arterial road conveying significant vehicular movement into the City Centre. The proposal is therefore wholly aligned with the spatial structure and does not reinforce any spatial barriers.
PS1.2 Proposals should demonstrate how a development responds and contributes positively to its surrounding context and neighbourhood scale.	
PS1.3 Address spatial, economic and social segregation and ensure that integration and inclusivity is achieved or improved through development. Development proposals should avoid creating or reinforcing spatial barriers.	
PS1.4 When laying out large scale developments ensure that nodal development is located along higher order routes in order to reinforce the spatial structure.	
PS1.5 Ensure that public facilities and amenities are clustered together in a node and are easily accessible.	
PS1.6 The location and design of utility services and infrastructure must be considered at the preliminary stages of the design process.	All utilities and service elements are located either below ground or on appropriate parts of Erf 192, ensuring they do not detract from the public realm.
PS1.7 Ensure that natural and green infrastructural elements and systems are considered upfront so that they become a positive informative component of the spatial structure.	Although natural and green infrastructure are not primary structuring elements in this intensely urban context, the proposal positively addresses Heerengracht Street which is the central public spine between city and sea.
PS1.8 When starting a design process, consider, understand and work in harmony with the topography, drainage patterns, and ecosystems.	
PS1.9 When starting a design process, consider how a proposal contributes to and enhances the imageability of the city, as perceived by the public, at varying scales.	<i>Note: Response to be read together with the response to P.4 and P.8 of the Tall Building Policy.</i> By virtue of its strategic location and height, the design proposal is an important additional to the imageability of the city, which can be read and experiences across scales. From Eastern Boulevard, the sea/port, and the upper city (towards the mountain), the development introduces a new tall building to further graduate the City’s skyline (with appropriate height located in the Foreshore precinct). At the scale of the pedestrian, the development focuses on an active public interface, which is detailed elsewhere in the report. As the building will be highly visible (and imageable) at all scales, it required a high level of attention to architectural composition and detail, which it achieves.
PS1.10 When starting a design process, consider the presence of trees, especially mature and significant ones, and how they can be protected and integrated into the design layout. Consider how the proposal enhances the city’s tree canopy cover at a site, street, precinct and neighbourhood scale.	The properties contain no conservation-worthy vegetation.

OBJECTIVE 2: CREATE GOOD QUALITY OPEN SPACE THROUGH PLACEMAKING	
PS2.1 Open space must always be created intentionally and scaled and configured to suit the functions for which it is planned (e.g. regular geometries and to meet standard dimensions required for active recreation). Open space should never be residual or left over space, and should also form part of a broader system and hierarchy of spaces.	Given the highly urban character of the site, Erf 270 contains no open space, although the building does maintain an active street frontage. Privately owned open space is provided on the relevant portion of Erf 192. This space has been intentionally designed to achieve an appropriate urban scale (between the main Eastern Boulevard), incorporate a balance of hard and soft landscaping, and include durable green elements – such as water features and robust planting – to soften the surrounding environment. It should be noted that the area is both intensely urban and subject to high winds, meaning that only hardy, resilient vegetation can be sustained.
PS2.2 Wherever possible open spaces should be associated with land uses that have active frontage.	
PS2.3 Open space should be designed in order to be versatile and allow for temporary economic activity in the form of trading, markets, urban agriculture, food-growing and events. This will enable communities to fully utilise these spaces and make them sustainable for the long term.	
PS2.4 Design open space to integrate different types of use including active and passive recreation, green infrastructure services, livelihood opportunities, urban agriculture, food growing, trading, artwork and temporary art activations.	
PS2.5 Arrange buildings or erven so that the rear or backs of a development do not face onto the public realm (streets or open spaces), unless there is certainty that the buildings will be designed to provide a positive interface onto the space.	
PS2.6 Consider post implementation maintenance and management requirements throughout the design process.	
PS2.7 Design and detail open spaces, and the elements that make up open spaces, to be robust and durable.	
PS2.8 Open space should be well planted with appropriate trees to increase canopy cover, especially in built up environments. Consider how the effect of seasons and time affect these trees and the implications that this has on the built environment they support.	
PS2.9 When planning and installing, both underground and above ground utilities and services, cognisance should be taken of pedestrian routes, universal access, sight lines, functional spaces and aesthetic considerations.	
OBJECTIVE 3: CONTRIBUTE TO THE CREATION OF HEALTHY AND SAFE COMMUNITIES	
PS3.1 Increase passive surveillance and safety in the public realm by optimising visual connections and ensuring adequate lighting. This will contribute to the reduction of vandalism, and anti-social and violent activities.	Mixed uses and extended operating hours ensure passive surveillance, contributing to safety.
PS3.2 Ensure that all people can safely and comfortably traverse physical barriers - including railway lines, busy roads and intersections, with universal access being given priority.	Pedestrian connections across the road network are designed to be safe and legible.
PS3.3 Infrastructure should be designed to ensure personal safety while offering accessibility and a diverse choice of routes.	Infrastructure affecting the human experience has been fully integrated into the design, for instance accessibility to the towers via private motor vehicles has been safely provided at basement level via the public lobby.
PS3.4 Mono-functional infrastructure, such as isolated stormwater facilities, bridges and underpasses that remove pedestrians from the street, should be avoided. Where deemed necessary, infrastructure should be integrated into the surrounding receiving context and should be designed for multi-purpose functions.	
PS3.5 Consider natural and human induced environmental hazards such as climate change. Avoid locating new development in rivers, wetlands, floodplains, storm surge areas and other hazardous areas as described in relevant spatial	Not applicable to this application.

policy. Consciously organise space and activities to reduce risks to people, particularly the vulnerable.	
PS3.6 Provide quality green, functional open spaces (such as squares, playgrounds, parks, active recreation facilities and spaces for urban agriculture) in order to create and support healthier communities.	Refer to objective 2.
PS3.7 Developments should ensure the health and well-being of individuals by creating liveable environments, inclusive of a quality public realm and open spaces, that meet their needs.	On this development, the public realm is the street. Refer to objective 4.
PS3.8 Tree canopy cover is an important consideration for climate change resilience. Development proposals should be designed in such a way as to retain existing trees, and improve tree canopy cover within a site, street, precinct and neighbourhood.	Refer to objective 2.
OBJECTIVE 4: DESIGN STREETS AS POSITIVE PUBLIC SPACE	
PS4.1 Aim to create people-centric streets that offer positive experiences for all users, as opposed to streets being dominated by private vehicles.	<i>Note: Response to be read together with the response to P.4 of the Tall Building Policy.</i> As previously noted, the design prioritises a high-quality public realm, an engaging street interface, and active, vibrant ground-floor uses. A pedestrian-friendly, welcoming, and well-connected environment is essential to the effective functioning of a convention centre, co-working spaces, and a hotel. Accordingly, the requirements for a positive public space are inherently aligned with the functional performance needs of the proposed building.
PS4.2 Streets should be multi-functional spaces that form an integral part of the city's public realm. These spaces should be secure, safe and promote social, cultural and economic activities that support urban life.	
PS4.3 Design streets to ensure human comfort and to contribute to the City's broader goals for a resilient city that can adapt to climate change. This may include tree planting, landscaping and SUDS (Sustainable Urban Drainage Systems) where space permits.	
PS4.4 Respect existing desire lines to facilitate pedestrian movement through developments in order to contribute towards a walkable city.	
PS4.5 Consider how development proposals, which include generators of movement, can affect the way people traverse, pause and dwell in an area; and design accordingly.	
PS4.6 Ensure easy navigation along non-motorised transport (NMT) routes by all users. Use visual cues to assist wayfinding and avoid placing obstacles, in the walkways and at crossings, which hinder ease of movement.	
PS4.7 Design for non-motorised transport (NMT) active mobility and micro-mobility facilities from the early stages of the design process with end users in mind, especially when there is high pedestrian activity such as around schools, public facilities, shopping centres, public transport interchanges (PTI's) and urban nodes.	
PS4.8 Car parking facilities must be located so that they offer convenient access, but not in a way that detracts from a positive public realm where the amenity of the streetscape, pedestrian safety and cycle lanes are compromised. Car parking facilities should not compromise the streetscape or pedestrian safety and convenience.	All parking is placed below ground, and the drop-and-go area is designed as an attractive, safe interface appropriate to the CTICC, hotel, office and residential uses.
PS4.9 Design the placement, layout, scale and materials of car parking to minimise the impact of negative environmental and visual factors.	
PS4.10 Landscape parking areas to be attractive. Use parking areas as multi-functional spaces where possible.	
PS4.11 Provide for temporary stopping, such as for e-hailing services, lift clubbing or public transport drop-off/pick-up facilities, in development proposals.	

PS4.12 Streets may form important connectors to green corridors. Where this is the case, reinforce the green component through tree planting and landscaping, where space permits.	Not applicable to this application.
OBJECTIVE 5: PROMOTE INTENSITY, DIVERSITY AND ADAPTABILITY OF USES	
PS5.1 Cluster complementary uses to encourage diverse activity. Consider the relationships between the different uses and the way they can support one another.	As previously described, the development is located within one of the most intense and diverse nodes in the metropole. A building accommodating an equally diverse range of functions is therefore both appropriate and necessary for this context. All building uses are complementary and mutually reinforcing, and they operate effectively across both day and night—an essential characteristic for sustaining the proposal's economic performance. The apartments are well suited to the high residential densities associated with inner-city living. The building's placement on the site has been carefully considered to maximise the relatively small plot.
PS5.2 Provide sufficient quality facilities and amenity value to accommodate the anticipated population density.	
PS5.3 Place nodes of activity so that they are easily accessible. Consider the receiving context and neighbourhood.	
PS5.4 Consider the needs of current and future users, neighbours and the surrounding community throughout the design process.	
PS5.5 Orientate streets, urban blocks, plots and buildings to ensure that development proposals respond positively to the local climatic conditions (sun, rain and wind patterns).	
PS5.6 Ensure that development proposals respond positively to the micro climate, with reference to sun, rain and wind, in order to promote user comfort, reduce energy consumption and reduce the negative impact on neighbours.	Wind is the primary microclimatic factor. Independent wind modelling will accompany building plan submission, as required by the 2005 approval.
PS5.7 Locate the servicing operations of any development in order to minimise any detrimental impacts on the public realm and environment. This includes but is not limited to the positioning of underground services, overhead services, sub-stations, plant rooms, refuse rooms, stormwater systems, operational infrastructure, delivery facilities and storage.	As amply demonstrated, all services are located away from the public realm.
PS5.8 Consider the entire lifecycle of a development. Future development potential should not be curtailed when phasing a development or developing incrementally.	Consistent floor-to-floor heights enable long-term adaptability and reuse.
PS5.9 Design for the adaptability of uses over time. Dimensions should accommodate flexibility of use, ensuring positive interfaces are possible in future.	as per 5.1-5.5
PS5.10 Design and manage spaces to encourage a diverse mix of uses, users, and activity, over an extended period of time. This seeks to create buildings and places that are active for a longer period during the day and night, where deemed appropriate.	
PS5.11 Consider temporary and interim uses on vacant land that have been identified for future development, in order to mitigate negative impacts on the surrounding area.	Not applicable to this application.
OBJECTIVE 6: ENSURE POSITIVE INTERFACES ONTO THE PUBLIC REALM	
PS6.1 Locate buildings so that they have a positive relationship and interface with the public realm (street or open space). This can be achieved through active uses, greening and overlooking features.	<i>Refer to Objective 4 and the response to P.4 of the Tall Building Policy.</i>
PS6.2 Consider the proposed development's relationship to the existing adjacent building and surrounding interfaces, setbacks and streetscape.	
PS6.3 Developments should be wrapped with active uses that front onto the public realm, to ensure a positive interface.	
PS6.4 Design the interfaces of buildings with as many overlooking features onto the public realm as possible. Ensure appropriate glazing and fenestration that allows for a direct visual connection.	

PS6.5 Consider the transition from the public to the private realm. Use devices such as stoeps, canopies, awnings, colonnades and landscaping to assist with achieving visual permeability and privacy.	
PS6.6 Blank façades and structured parking fronting onto the street or public realm should be avoided especially on the first two levels or storeys of the building. This is measured from street level, or the existing ground level, when adjacent to the public realm.	
PS6.7 Boundary treatment facing onto the public realm (walls, fences and vegetation) are an interface. As a result, they should be visually permeable and have a positive relationship with the public realm.	
PS6.8 Interfaces of buildings should be designed to maximise the comfort of pedestrians. Design informants that should be considered include passive surveillance, activation, pedestrian scale of the built form and weather protection.	
PS6.9 Design the edges of open space so that they define the public realm.	
PS6.10 Ensure sufficient lighting along building interfaces for security and way finding.	
OBJECTIVE 7: PROVIDE SUPPORT TO SITES OF INFORMALITY	
PS7.1 Invest in the public realm by responding pro-actively to informality. Consider the ways the site is used on a daily basis – for example survey, map and respond to existing dwellings, routes/desire lines, NMT facilities, trees, social infrastructure and traders.	Not applicable to this application, consistent with the original 2005 land use application.
PS7.2 Accommodate existing movement routes and trading areas (where appropriate). Identify future opportunities for economically appropriate trading areas. Provide public infrastructure, facilities and amenity value, that respond to existing and emerging patterns.	
PS7.3 When designing in areas and sites of informality, prioritise public health and safety measures. This is particularly important in and around informal settlements and where informal trade occurs.	
PS7.4 Upgrade the public realm and infrastructure to mitigate the impact of natural, and human induced environmental hazards, within human settlements.	
PS7.5 Ensure adequate access for emergency services, regular fire breaks and sufficient space between dwellings to limit the impact of disasters.	
PS7.6 Provide and maintain good public lighting.	
PS7.7 Promote sustainable livelihoods by enabling economic opportunities.	
PS7.8 Create sustainable strategies to coordinate programmes so that spaces and buildings are used optimally.	
PS7.9 Create platforms for community involvement to determine the functional needs of their urban space, adopting a user centred design approach.	
PS7.10 Plan for micro enterprises and informal traders around higher order activity generators which attract high levels of pedestrian traffic. These include but are not limited to urban nodes, business nodes, public institutions, public facilities and amenities, transport interchanges and retail shopping centres.	
PS7.11 Provide for a mix of trading and retail opportunities at identified locations. Consider and enable the potential growth of entrepreneurs.	

PS7.12 Design for, and support incrementalism and self-build, in a way that empowers residents to contribute positively to their neighbourhood.	
OBJECTIVE 8: VALUE AND ENHANCE GREEN OPEN SPACES	
PS8.1 Development should have an appropriate relationship to adjacent green open spaces and environmentally sensitive areas. Ensure positive interfaces and connections to these areas to increase usage, visual surveillance and reduce antisocial behaviour.	Although no natural open spaces exist on the site, the development enhances the public environment through appropriate tree planting and lighting, and by referencing itself back to Heerenbgracht Street which services as a limited green urban space in within the urban footprint.
PS8.2 Retain, enhance, protect and incorporate existing ecological features where appropriate. This includes but is not limited to trees, rocky outcrops, wetlands and riverine habitats, aquifers, ground water, top soil and plants used for medicine or food.	
PS8.3 Ensure the continuity and integration of the city’s green infrastructure network and optimise the opportunities it presents.	
PS8.4 Provide high quality, safe and multifunctional green open spaces that add value to a development and cultural landscape. These spaces should serve both recreational infrastructure and vital ecosystem services.	
PS8.5 Consider the impact of infrastructure services on the environment and green open spaces. Conceptualise how infrastructure services, for example SUDS (Sustainable Urban Drainage Systems), soft engineering solutions, and green open spaces can complement one another throughout the design process.	
PS8.6 Design infrastructure services to maximise their environmental and green open space benefits. Consider alternative designs that enable multi-functionality of urban infrastructure to reduce the development’s impact on the environment, and provide social, ecological and aesthetic value.	
PS8.7 Ensure that the maintenance and management of green open spaces are considered during the design stages, with long-term sustainability and durability being paramount.	
PS8.8 Minimise hard surfaces and promote permeable surfaces that replenish ground water and reduce stormwater run-off, where appropriate.	
OBJECTIVE 9: RESPOND TO THE CHARACTER AND IDENTITY OF AN AREA	
PS9.1 Identify the character of the immediate and surrounding context, including built form, streetscape characteristics, setting and natural features, which should inform the design response.	Refer to the response to P.1, P.2 and P.8 of the Tall Building Policy.
PS9.2 Consider the city’s structural hierarchy, existing built form and landscape patterns, and how a proposal responds to these informants. Consider a site’s role within its context. Express a clear organisational concept for development proposals.	
PS9.3 Development proposals should respond appropriately to their context and take into account the orientation and siting of buildings, interface, scale, massing, urban grain, and rhythm, as well as architectural articulation and typical design elements of the receiving context.	
PS9.4 Respect heritage resources and cultural landscapes of the city. Consider the visual impact of development. Design buildings and open spaces that respect cultural and heritage	

resources and environments, cultural landscape, natural features, view corridors and landmarks.	
PS9.5 In existing fine-grained urban, residential and mixed-use environments, avoid inappropriate subdivisions or consolidations, which will result in a built form that is out of keeping with the existing patterns and receiving context.	
PS9.6 Development proposals should be designed in a way that respects intangible cultural heritage and acknowledges memory, the social history of a place, important spatial relationships and everyday cultural practices of any affected community.	

5.5.1.5. Tall Building Policy

The proposal meeting the key requirements of the policy can be summarised as follows :

- It reinforces a prominent city location
 - Massing to articulate the corner, acting as a clear gateway marker entering the CBD.
 - Verticality to respond to Foreshore coarse-grained block typology.
- It protects strategic view corridors
 - Respect and enhance views / vistas towards Table Mountain, Signal Hill & sea.
 - Complement skyline as viewed from Adderley Street.
- 3 Interactive base & Public realm interface
 - Active Ground & First-floor frontages featuring high-porosity, public-facing uses (retail, commercial activation).
 - Pedestrian-scaled base / podium to mitigate verticality & contribute towards comfortable ground level conditions.
- 4 Weather protection & management
 - Wind-tunnel mitigation (podium setbacks, canopies etc) to encourage pedestrian base activity.
 - Minimize impact of shadow casting over public spaces, walkways.

P.1: The location of tall buildings must protect the key views to Table Mountain, other mountain ranges such as Kogelberg / Helderberg, and the sea from public spaces and key public places.

- The subject erf occupies a strategic position along Heerengracht Street, which is a key structuring element in Cape Town's cultural landscape and a primary spatial and visual corridor linking Table Mountain to the sea. The proposed building massing has been intentionally configured to reinforce this axis: the broader façade is positioned along Heerengracht Street, while the narrower elevation faces the harbour promenade. This approach ensures that the development enhances the mountain-to-sea visual axis rather than obstructing it. Therefore, views of these natural

features from public spaces – including Adderly Street and Company Gardens – are safeguarded.



Figure 43: Location of sites

- The urban context demonstrates an established precedent for significantly tall buildings along this visual spine. Existing structures such as the Media24 building, The Towers, the Absa building, and Golden Acre have already integrated significant height into the skyline without compromising the legibility or quality of views toward Table Mountain or the sea. The proposed building will, therefore, continue to support the integrity of these iconic public views.

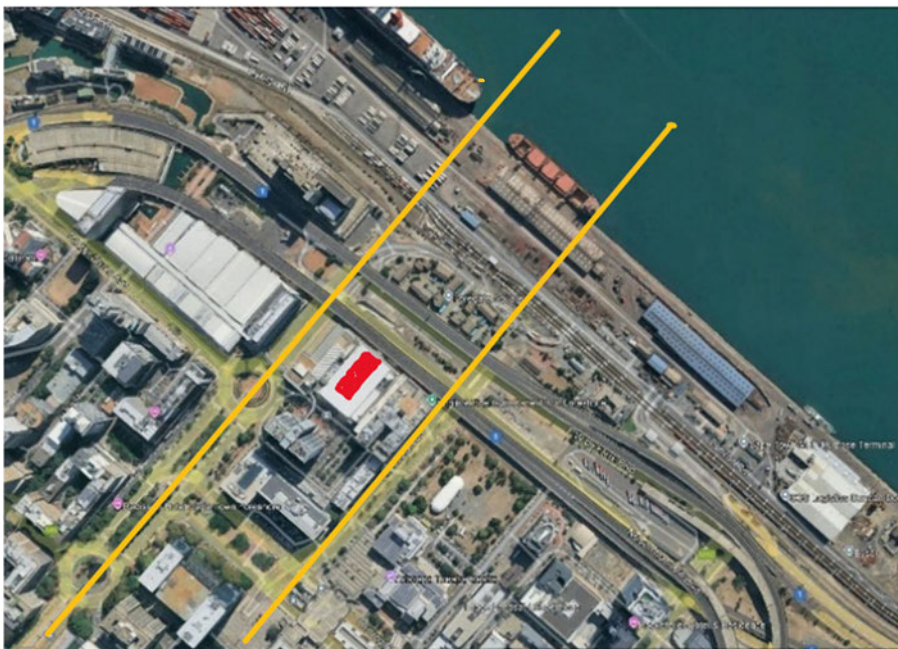


Figure 44: Major mountain view corridors along the Foreshore

P.2: Tall buildings should only be located in appropriate locations.

- The proposed development is located within an area clearly identified across multiple policy layers as appropriate for significant height. At the metropolitan scale, the MSDF designates the site as part of a metropolitan node, where intensification, densification and vertical development are explicitly encouraged. At the district scale, the District Plan identifies the site as an opportunity area and destination place suitable for mixed-use intensification. At the local scale, the draft LSDF identifies the erf as an appropriate focal point for a tall building exceeding 90m in height. Collectively, these policies confirm that the site represents an appropriate location for a significantly tall building, consistent with the broader spatial planning policy and envisioned urban morphology.

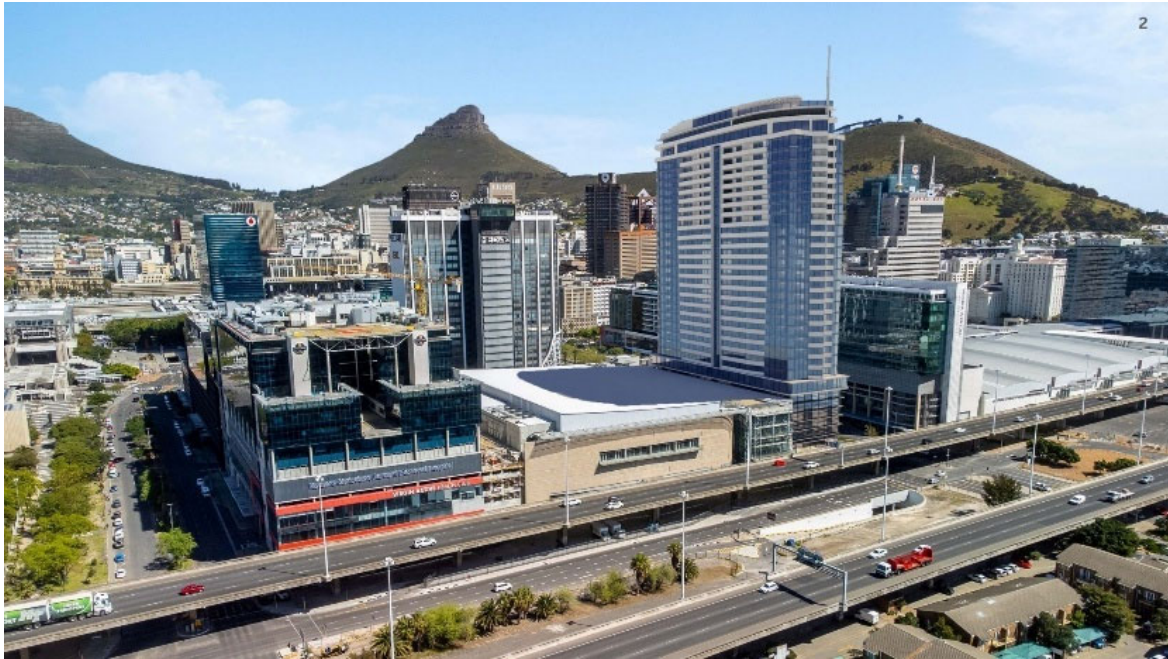


Figure 45: Appropriate context

P.3: Applications must meet assessment criteria as set out in the Policy.

- The criteria set out in the tall building policy and the accompanying “Design Guidelines for Tall Buildings” have been taken into account as more fully described below.

P.4: All tall buildings must contribute to a quality, active public realm at street and first floor level.

- The proposed design actively contributes to a high-quality public realm by prioritising an engaging street interface and vibrant ground-floor uses. Currently, the CTICC 2 façade is set back approximately 25m from the street edge, creating a visually enclosed but inactive edge along Heerengracht Street. The proposal addresses this by shifting the façade line to the street edge, and introducing retail units on either side of the ground storey entrance to encourage an active public life. The first three levels accommodate functions directly supportive of public engagement, including retail, reception areas, meeting rooms, offices, and an innovation hub, thereby ensuring that they are positioned where they can most effectively contribute to the public realm. The design extends the existing CTICC colonnade along Heerengracht Street, strengthening continuity, human scale and shelter for pedestrians, while avoiding blank or inactive façades. All parking is accommodated below grade, preventing interruptions to a quality, active public realm.

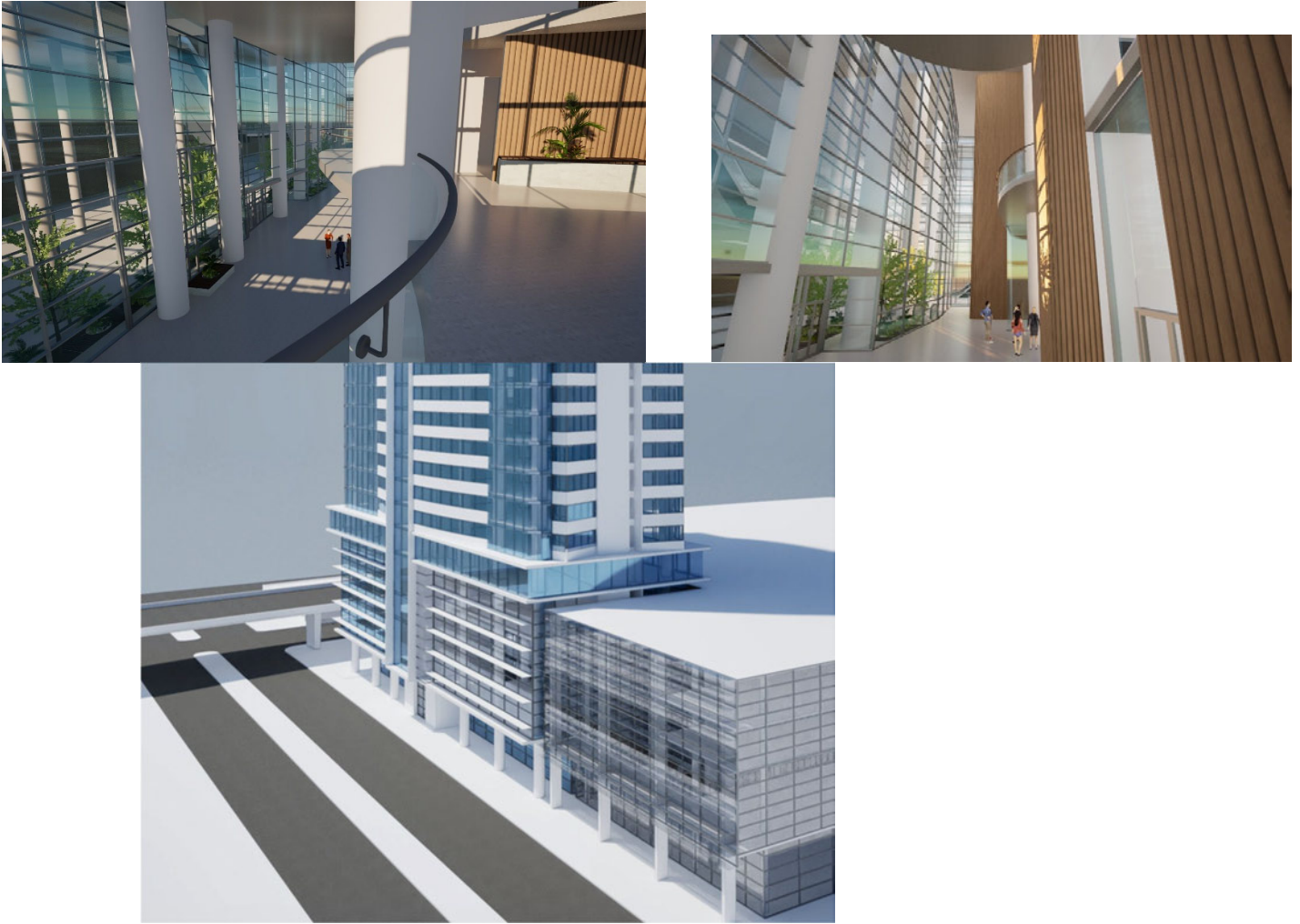


Figure 46: Emphasis on the street interface

P.5: Possible additional review for significantly tall buildings.

- Given the proposed height of the development, we acknowledge referral to a design panel for further assessment.

P.6: Assessment on merit within the building's unique context

- The proposed height has been determined on its own merits and is not reliant on, nor justified by, other tall buildings approved or proposed within the surrounding area. The building's height responds directly to the site's unique and strategic position, as elaborated on above. The proposed height reinforces the site's function as a key metropolitan landmark. The proposed massing and height are, therefore, contextually justified, policy-aligned and proportionate to the site's role, rather than being derived from precedent or unrelated approvals.

P.7: Area character analysis will inform the design of tall buildings

- As previously mentioned, the draft LSDF specifically identifies the subject property as appropriate for a significantly tall building. It is, therefore, not required to substantiate the desirability of the tall building based on the area's character, urban design, and heritage and environmental indicators in this portion of the motivation report. With that said, this report has amply demonstrated throughout that the contextual character of the area has informed the scale, form, and architectural expression of the tall building, including the texture, materiality, colour, and gently curved central portion which evokes a visual motion in the architectural composition.

P.8: A tall building design should consider the three parts of a tall building within its context.

The proposed building is articulated into three distinct parts:

- The base or podium mirrors the scale, functioning, and architectural language of the CTICC 2, both enlarging and improving the public street interface. As outlined under Policy P.4, the podium supports an active ground-level environment.
- The hotel reception and restaurant floor defines a clear visual and functional transition between the podium and middle or shaft of the building.
- The architectural form, materiality, and detailing of the middle or shaft of the building respond to the language of the surrounding tall buildings, and speak directly to the subject erf's prominent location within a metropolitan commercial node. A contemporary, sleek architectural response is considered appropriate in this context. Compositional tweaks, such as the gently curved façade, are incorporated to encourage a considered façade with depth, movement, and a high-level of architectural refinement. The orientation of the erf and the project's massing (with the narrowest edge facing north) ensures that shadows are minimised and sky views are accentuated.
- The top or crown of the building is deliberately sculpted to contribute positively to the skyline. The expression reveals the nautical curve embedded in the design, and reinforces the building's important identity when viewed from a distance and from key public vantage points.



Figure 47: Vertical Components

P.9: A tall building design should include a mix of uses and promote the city's densification strategy.

- The proposed building includes retail, a street level foyer, a first-floor business centre and a second and third floor innovation hub.
- The tower has a 200-bedroom hotel, 2 restaurants, a gym and recreation floor, offices and residential apartments.
- The crown is designed as a pool, bar and restaurant overlooking the city and the bay.
- 111 apartments.
- The above demonstrates an ample mix of uses. Assessment of the proposal against the City's Densification Policy is motivated elsewhere in the report.

P.10: Criteria for renewable energy and / or energy efficiency in tall buildings must be considered to support limited infrastructure resources.

- The proposal incorporates advanced renewable and energy-efficient systems to minimise reliance on municipal infrastructure and reduce operational energy demand. A key feature is the integration of photovoltaic façade panels, enabling on-site renewable energy generation and significantly lowering grid dependency. In addition, energy efficiency is further supported by the use of inverter technology for HVAC systems to reduce the power demand, and bulk LPG for cooking. Collectively, these measures demonstrate a proactive and integrated approach to energy sustainability aligned with the policy objective.

In summary, the proposal is consistent with the Tall Building Policy because :

- It embodies design excellence;
- It will not impact on views from public spaces of Table Mountain;
- The design is informed by the policy context for taller structures in the Foreshore, it is therefore fit for purpose;
- It contributes positively to an active and quality urban realm
- It includes a mix of land uses.

5.6. Impact on Existing Rights (MPBL section 99(2)(e))

There is no impact on existing rights as follows:

- The proposed land uses are permitted in terms of the base zoning and the original Foreshore Precinct approvals;
- CTICC2 is on the same property (same ownership);
- CTICC1 and the office bookend is approximately 48m away across Heerengracht Boulevard;
- The adjacent Media 24 building is not impacted as the proposed Tower is not in line with it (it is offset);
- The Heerengracht view corridor is not impacted.

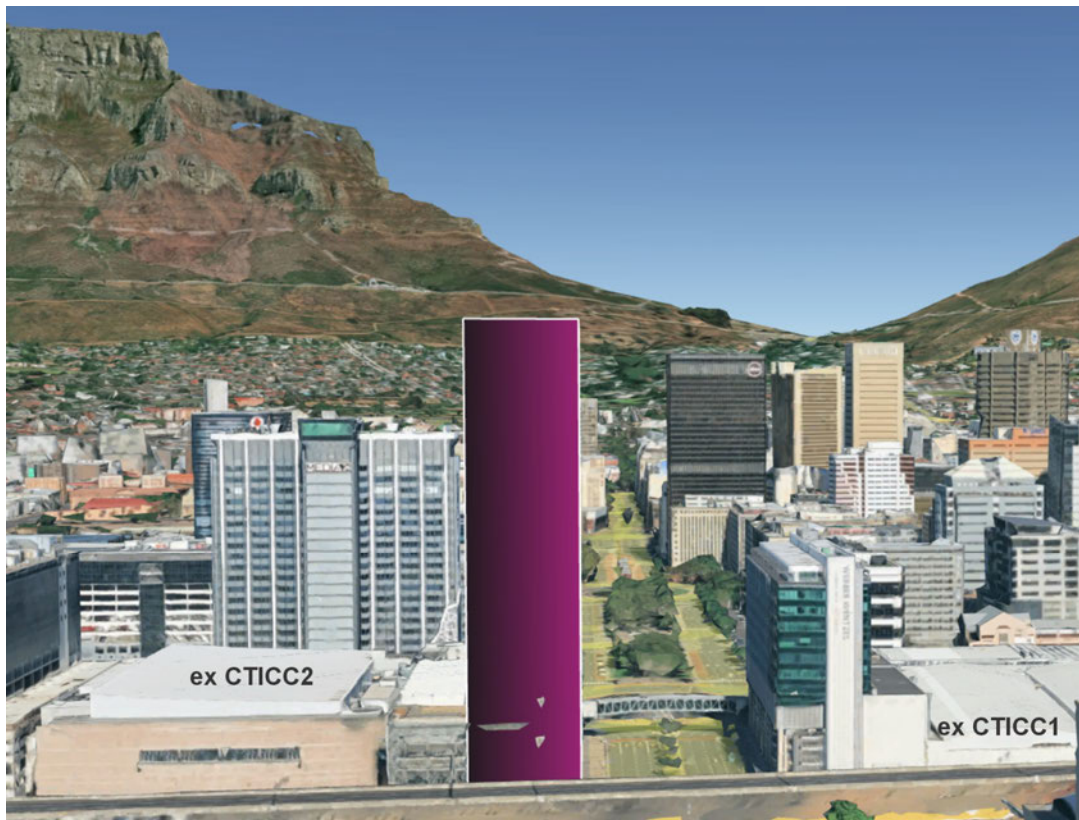


Figure 48: Approximation of heights and volume relative to Media 24 building



Figure 49: 3D rendering of the Tower as bookend to CTICC2 building

5.7. Other Considerations Prescribed in Relevant National or Provincial Legislation, including the development principles in section 7 of SPLUMA (MPBL section 99 (2) (g))

5.7.1 Compliance with Development Principles in SPLUMA and LUPA

Section 7 of the Spatial Planning Land Use Management Act (SPLUMA) and section 59 of the Western Cape Land Use Planning Act (LUPA) prescribe five development or planning principles that all new development should consider, namely: spatial justice, spatial sustainability, efficiency, good governance and spatial resilience. The proposed development contributes to these principles in the following ways:

- The principle of **spatial justice** is not particularly applicable to this application since this is a very small site annexed to a hospitality and conferencing node of international stature. The spin offs to the city as a result of the lease value provision outweighs the lack of ability of the proposal to provide for affordable housing opportunities. most of the sub-principles refer to the establishment of land use management schemes and is directed at informal settlements and/or to the formalisation of informal settlements (by giving title to land, and similar provisions).
- The principle of **spatial sustainability** is complied with as high density, mixed use development in a metropolitan node is the definition of sustainability.
- The proposal promotes **efficiency** through the optimisation of resources, the integration of employments and residential opportunities, a diverse combination of land uses, and a quality and functional public spatial environment.
- The promotion of **good governance** is a function of the government and is thus not applicable to this proposal. That said, the proposal has been processed in accordance with the relevant laws.
- The principle of **resilience** is complied with, in that development intensity must be located within core CBD areas.

5.8. Evaluation of Desirability (MPBL section 99(3))

Socio-economic impact (99 (3) (a)): Highly positive, as the proposal is predicated on a lease value to the City, the construction will create a substantial amount of employment, during operation almost equally so; the stature of this location at the interface between the sea and the city is internationally recognisable and thus capitalises on, and enhances, tourism and conferencing/exhibition value.

To emphasise this quote again from the auction notice pack :

“A significant highlight is the Cape Town International Convention Centre (CTICC), a hub for global conferences and events, driving both local and international traffic to the area with 100’s of already confirmed events to take place over the next few years. This, coupled with the city’s commitment to infrastructure investment plans totalling R120 billion over the next decade, signals a future of unmatched growth and connectivity, positioning the Foreshore and Cape Town as an attractive prospect for savvy investors and developers.”

In terms of direct employment creation, a project of this magnitude creates in the region of 2400 jobs during the approximately 4 year construction period, and 400 permanent jobs during operation.

Compatibility with surrounding land uses (99 (3) (d)): The proposal is highly compatible with surrounding land uses as it is an expression of existing rights, save for the additional height. As discussed, the height sits suitably removed from surrounding taller buildings, given that the CTICC2 is a short, podium, style building. The Tower creates the framing of the view along Heerengracht Boulevard, which is just a taller expression of the exiting tall eastern bookend of the CTICC1. Refer to section 5.5 and 5.6 for further discussion.

Impact on external engineering services (99 (3) (e)): None. The development of the CTICC2 site had always foreseen a tower development on this corner, therefore bulk services for water, sewer, and stormwater are available for the CTICC Tower development. The supporting infrastructure is already in place, ensuring ease of access to the new tower site.

The City has confirmed electrical capacity for the Tower. However a new substation is required, which will be located in the lease area on erf 192.

Impact on safety, health and wellbeing of the surrounding community (99 (3) (f)): Positive – There is no permanent surrounding community per se, and a CBD with typically high development intensity is more robust in absorbing tall buildings. Noting again that the Tower is isolated to some degree from surrounding buildings due to the sheer width of Heerengracht Boulevard as well as the height limit on the existing CTICC2 building. This somewhat isolated position implies far less impact in terms of shadows, compared to a tall building as part of the traditional Cape Town CBD 60x60m street block.

A more tangible impact is the assessment of the impacts of wind.

A comprehensive **desktop wind impact assessment** was undertaken for The Tower, a proposed ±110 m high-rise development in Cape Town’s CTICC precinct. The study evaluates how the building’s form and its interaction with surrounding structures influence local wind behaviour, pedestrian comfort, and the usability of key outdoor spaces. The assessment uses Autodesk Forma CFD simulations informed by long-term Cape Town meteorological data.

Overall Wind Behaviour Around the Proposed Development

The introduction of a tall, slender tower into an already wind-sensitive urban corridor leads to noticeable—but generally moderate—changes in airflow:

- Wind acceleration occurs at building corners and façades.
- Downwash effects are present on windward elevations.
- Wake turbulence forms on the leeward side, particularly under strong Southerly and South-Easterly winds.

Despite these effects, ground-level wind speeds in simulations do not exceed prevailing natural wind speeds, meaning the tower does not create hazardous new wind conditions.

Pedestrian Wind Comfort – Ground Level

Heerengracht Street forecourt experiences small increases in uncomfortable wind zones compared to existing conditions, but the increases remain marginal. Existing trees in the median continue to buffer turbulent flows. No new exceedances of Lawson safety thresholds were observed.

Wind Impact on Terraces and Upper-Level Outdoor Areas

Roof terraces and podium-level hospitality spaces show consistently high wind speeds due to downwash, turbulence, and Venturi acceleration. These areas will require targeted mitigation to ensure usability.

Direction-Specific Wind Impacts

- South & South-East winds: noticeable turbulence and acceleration, but modest ground-level change.
- Western & South-West winds: some acceleration in channels between buildings, minimal road impact.
- Northern & North-West winds: slight increases in peak speeds but no hazardous conditions.
- Eastern & North-Eastern winds: low-frequency winds with minimal influence.

Implications for Design

The tower introduces predictable tall-building aerodynamic behaviours. The most significant concerns relate to ensuring comfortable outdoor spaces, especially entrances and terraces.

Recommendations

1. Improve Entrance Comfort: Use canopies, angled forms, and landscaping windbreaks.
2. Enhance Terrace Usability: Increase balustrade heights and add canopies, mesh screens, and architectural wind deflectors.
3. Conduct Structural Wind Load Study: Required for SANS-compliant façade and glazing design, ensuring safety under extreme wind events.

Conclusion

The tower modestly modifies local wind conditions but does not create unsafe ground-level conditions. The primary design focus should be on mitigating wind impacts on entrances and terraces. With recommended strategies implemented, the project can proceed with confidence regarding pedestrian comfort and structural resilience.

The Wind study was supplemented with a **pedestrian wind comfort probability assessment**. This assessment indicates that the public realm surrounding the tower development is expected to perform acceptably under the assessed dominant wind conditions.

The primary Heerengracht Boulevard public realm achieves the strongest performance, with approximately 77% of assessed dominant wind conditions falling within the leisure / standing / strolling comfort band and only approximately 0.5% falling within the uncomfortable category.

The Nelson Mandela Boulevard edge is more exposed but remains suitable for its intended through-movement function, with approximately 97% of assessed dominant wind conditions falling below the uncomfortable threshold.

The assessment supports the conclusion that no fundamental building-form change is required from a pedestrian wind comfort perspective. Localised public realm and landscape measures should be used to optimise comfort in the most exposed areas and to reinforce the sheltered conditions already evident in the CFD assessment.

Impact on heritage (99 (3) (g)): None. Heerengracht Street itself is a 3A grading, but there is no impact on it, because it's resource is related to the dominant vista from harbour to mountain. Building adjacency does not influence that resource.

In addition, the Tower provides a strong pedestrian permeability to the street. **Figure 50** shows the Tower in blue.

Heritage Resources:

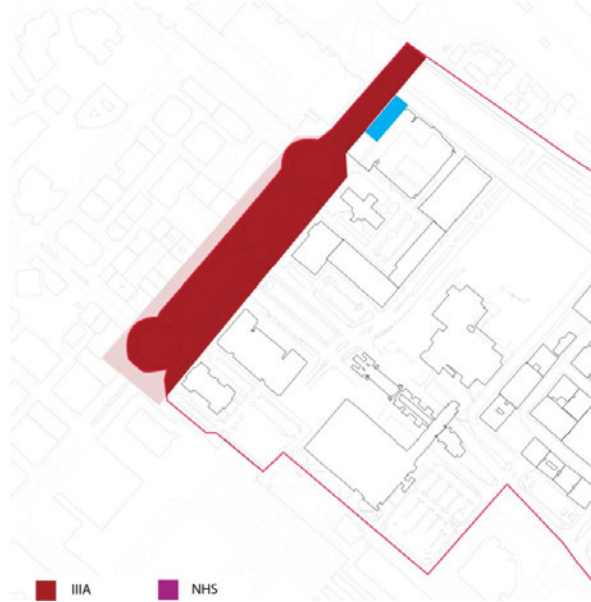


Figure 50: Heritage , from CBD LASDF

Impact on biophysical environment (99 (3) (h)): Not applicable – the site area is a hardened surface devoid of any vegetation. The public realm will be improved by the introduction of landscaping along Heerengracht in particular.

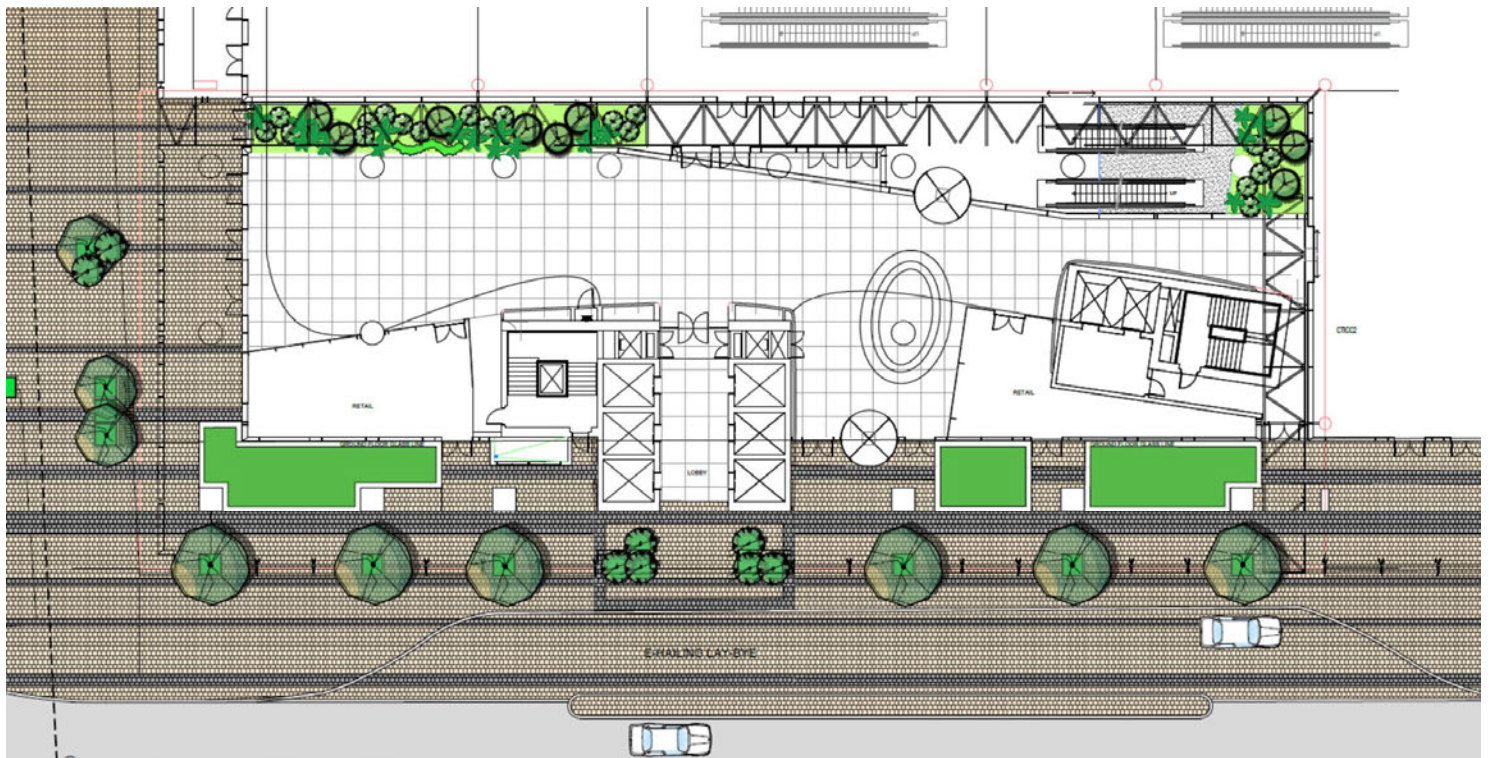


Figure 51: Heerengracht landscaping interventions

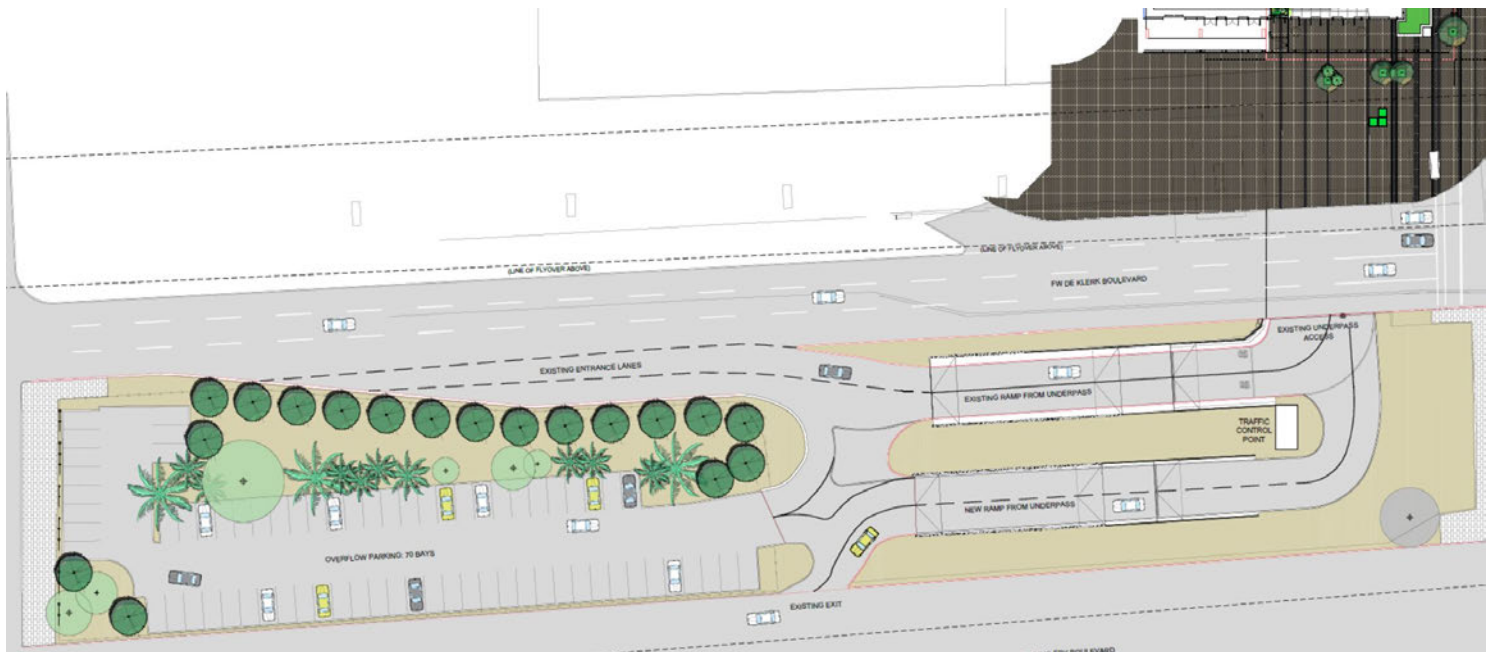


Figure 52: Access (erf 192) landscaping interventions

Traffic impacts, parking, access and other transport related considerations (99 (3) (i)):

The access and circulation study undertaken by ITS transport engineer concludes the following:

- The development will use the current entry and exit points along FW De Klerk Boulevard that already accommodate CTICC 2 movements.
- A new ramp on Erf 192 is proposed to tie into the existing underpass, allowing The Tower and CTICC 2 to share separate entry and exit ramps.
- Dedicated internal entry and exit lanes are planned to manage peak-period arrivals and departures.
- Tour buses, limo shuttles and porte cochere access are proposed to be accommodated along Heerengracht Boulevard.
- Delivery vehicles will enter with passenger vehicles, but a separate outbound point along FW De Klerk Boulevard should be considered.
- This report forms the basis for more detailed planning and design.
- Further refinement is required regarding internal layout, ramp geometry, vehicle tracking, and basement circulation.

6. CONCLUSION

This proposal is in response to the City's call for development ideas and investment, within the parameters put forward to the public. The height departure is the primary component of the application (the rezoning of the GB6 to GB7 follows in the wake of the height departure), and it has been argued in this report that its impact is ameliorated by

- (a) expectation of a tall building in this prominent CBD location (from lease notification process)
- (b) policy directives about height (CBD LASDF)
- (c) isolated position of the site and
- (d) assessment of wind effects.

The application is put forward for support by the City and the public in general.



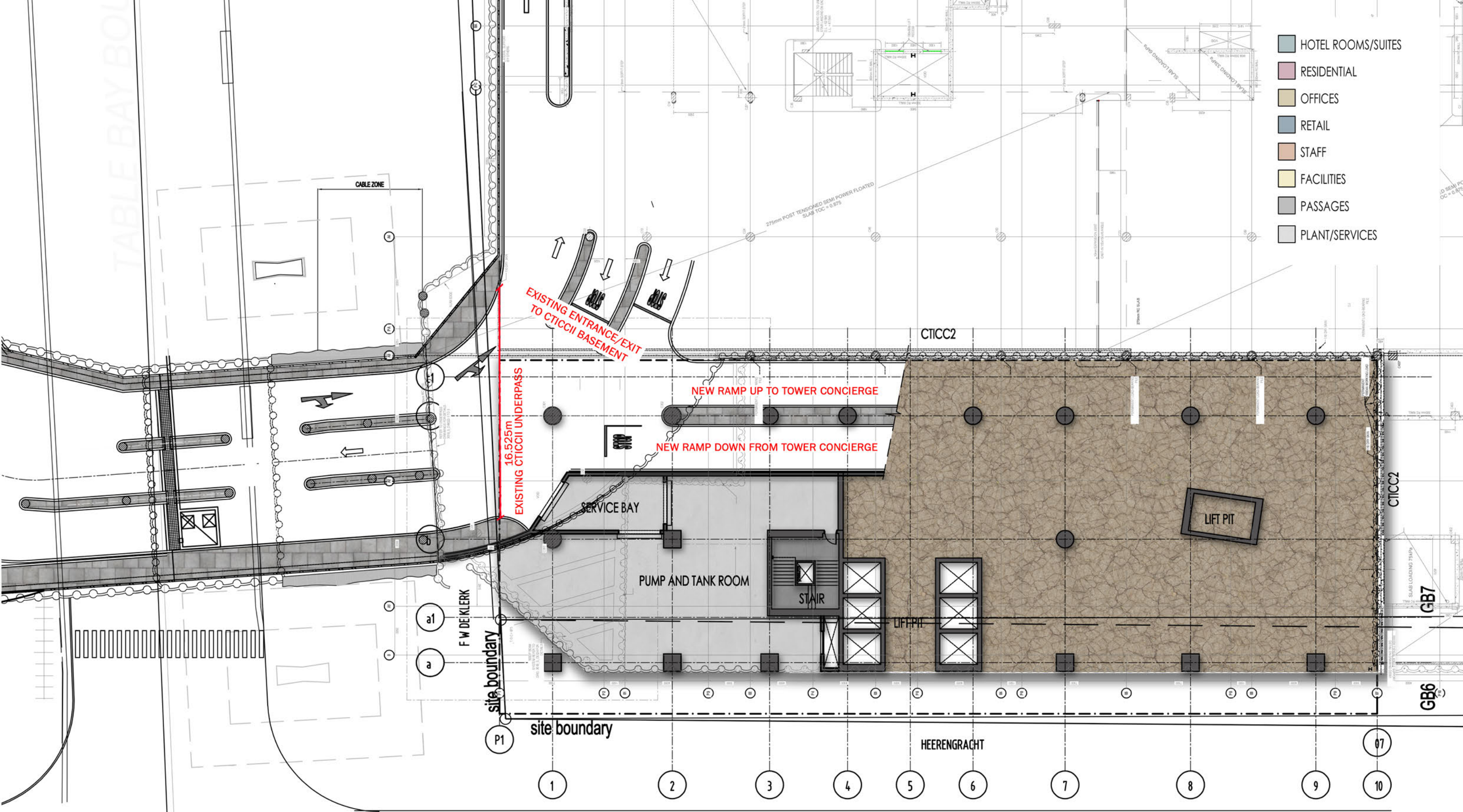
PERSPECTIVE



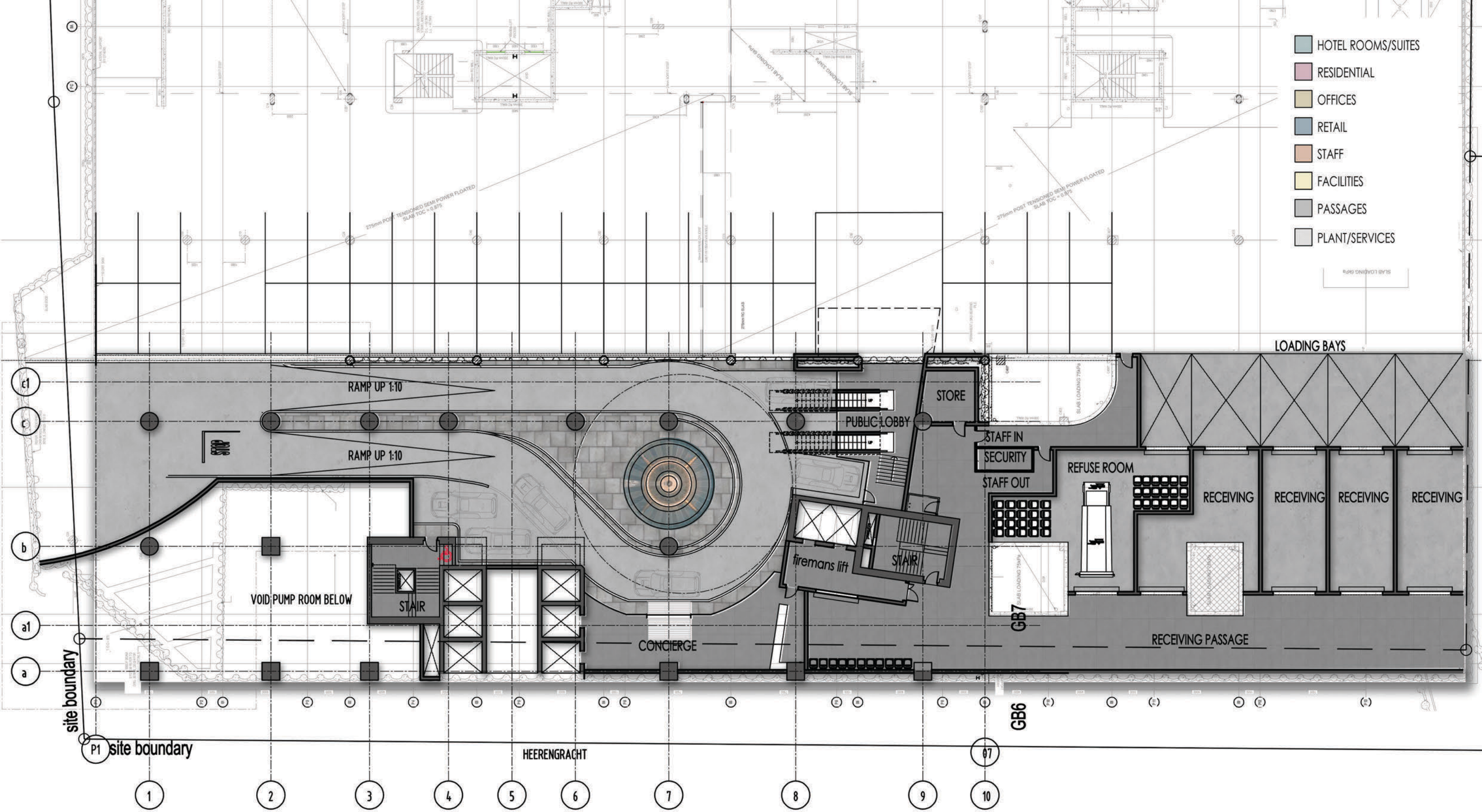


PERSPECTIVE

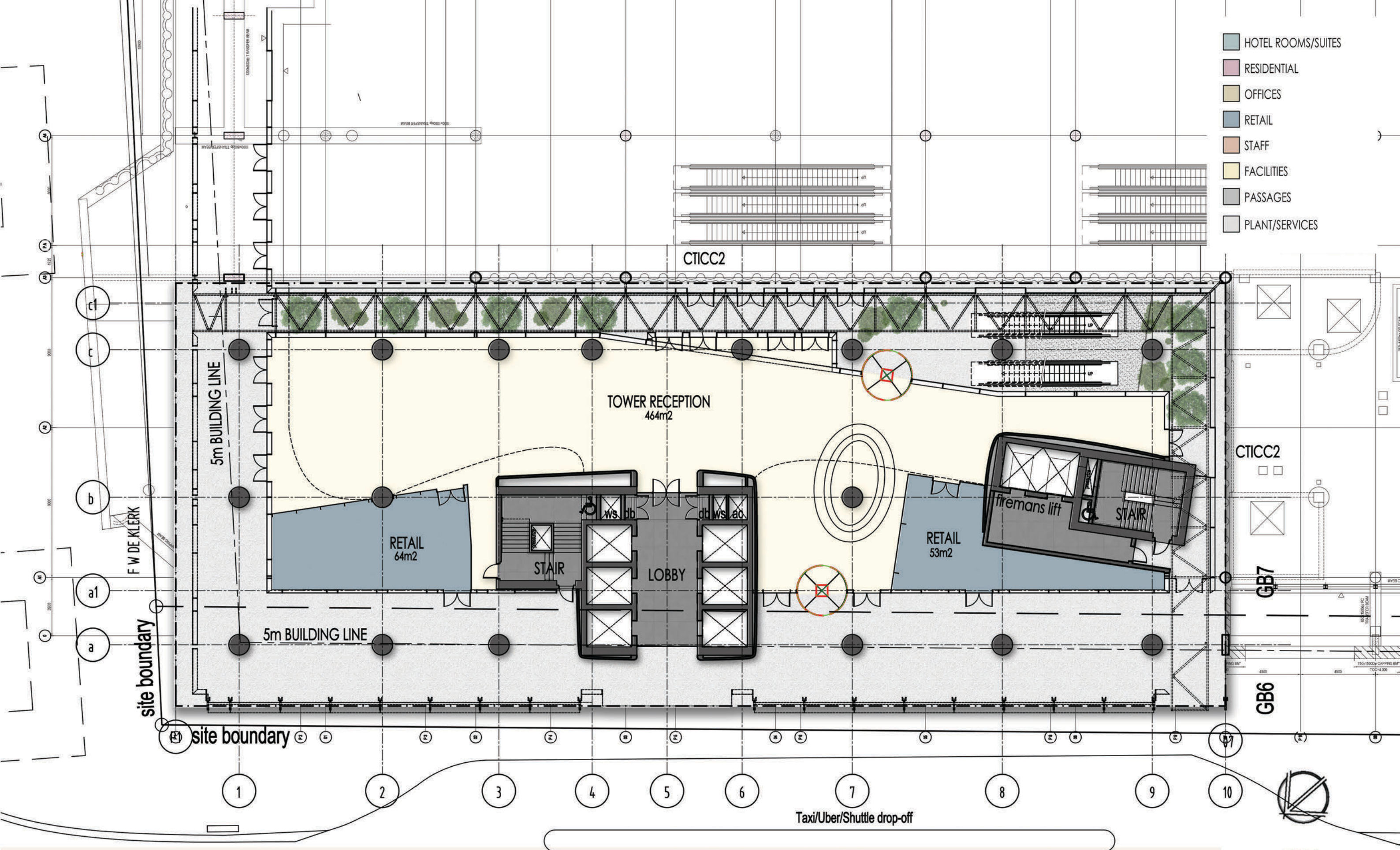




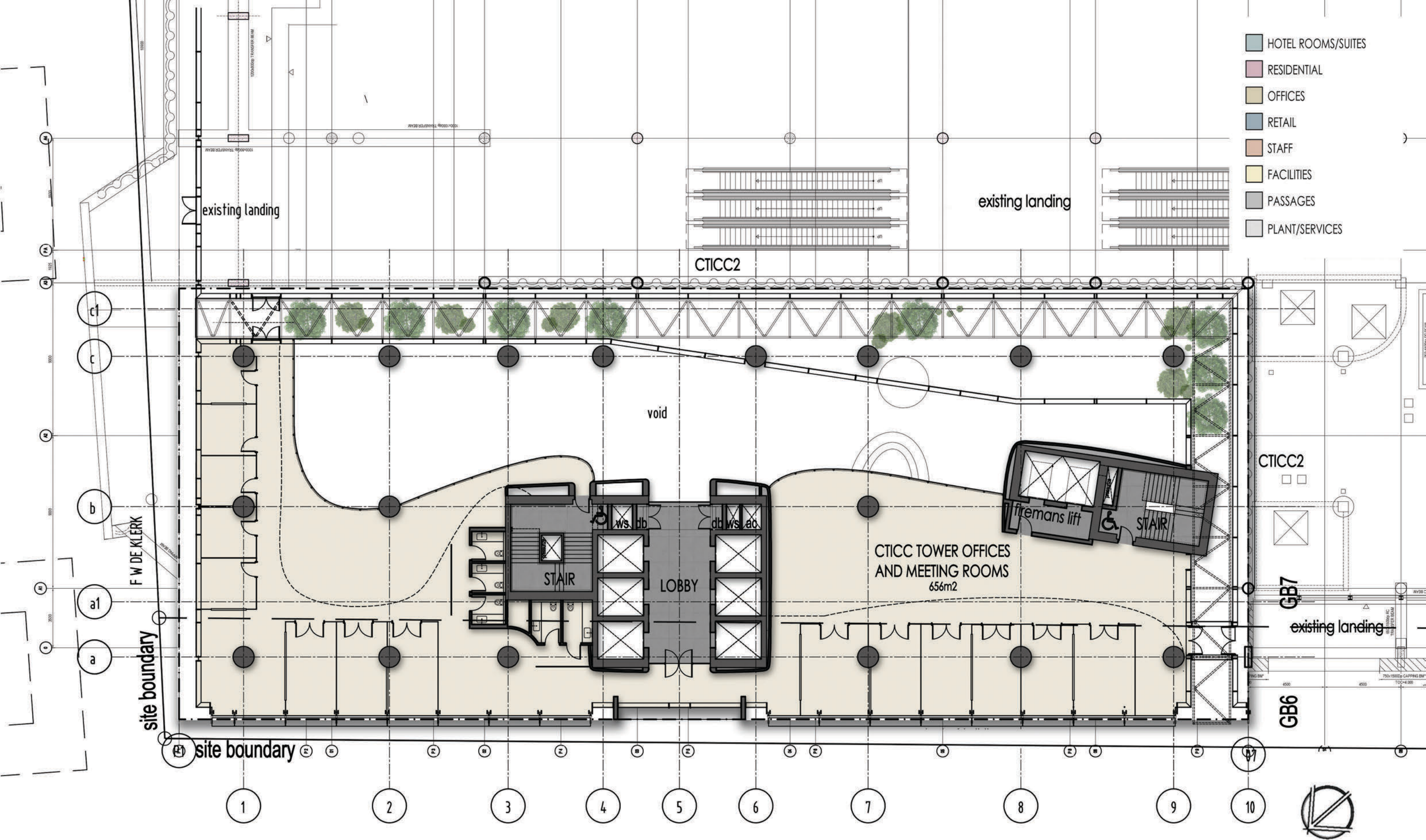
LOWER BASEMENT



UPPER BASEMENT

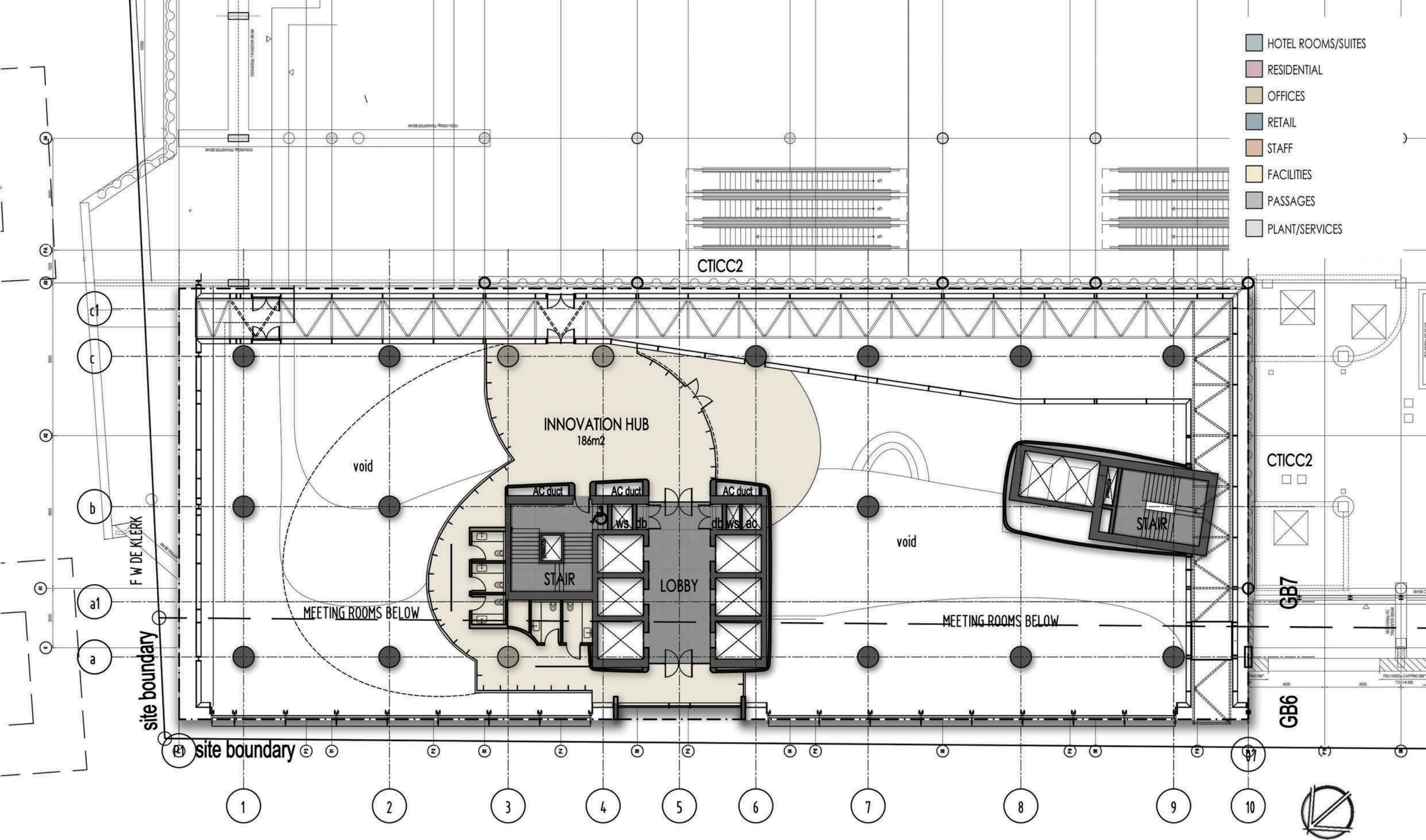


FIRST STOREY

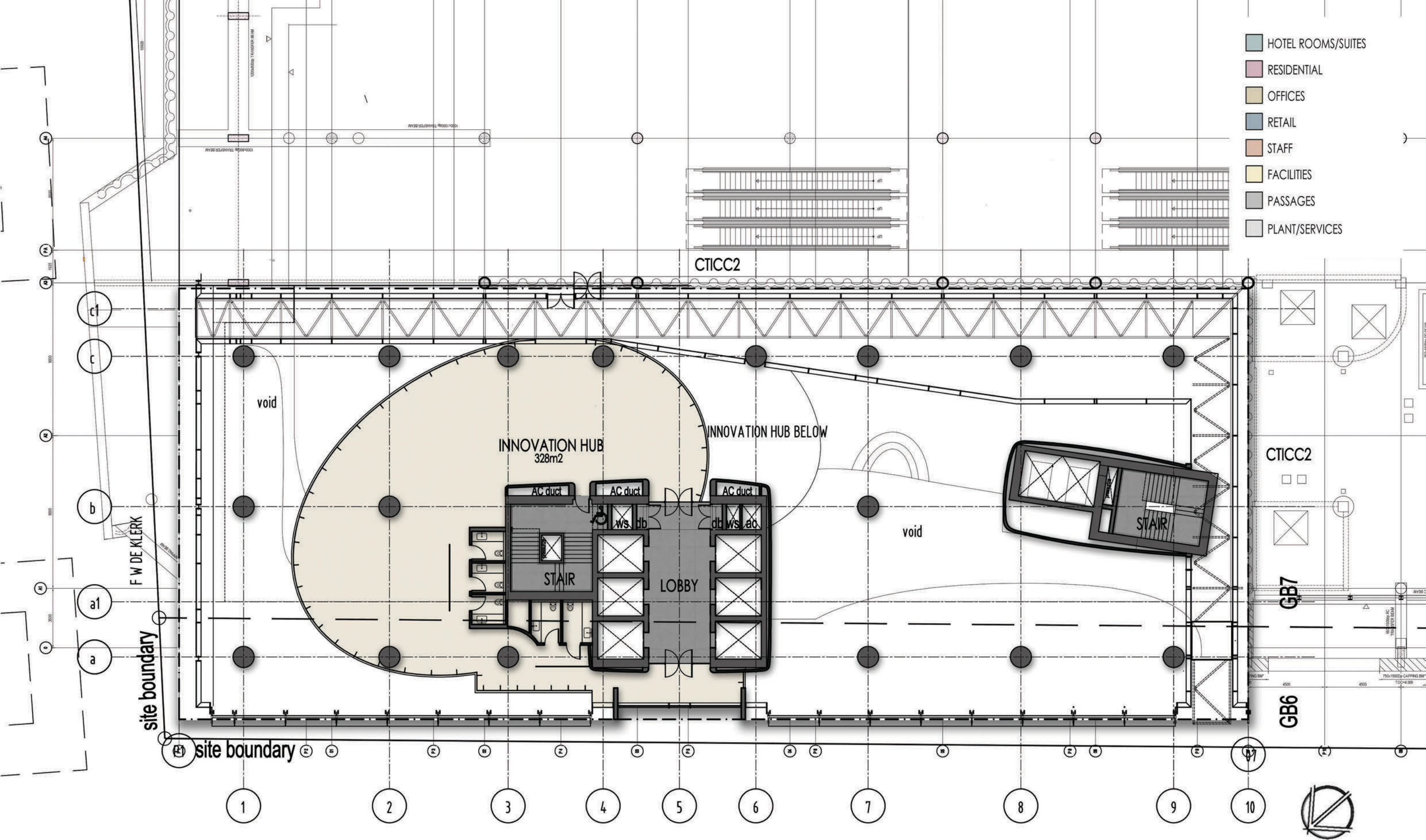


SECOND STOREY



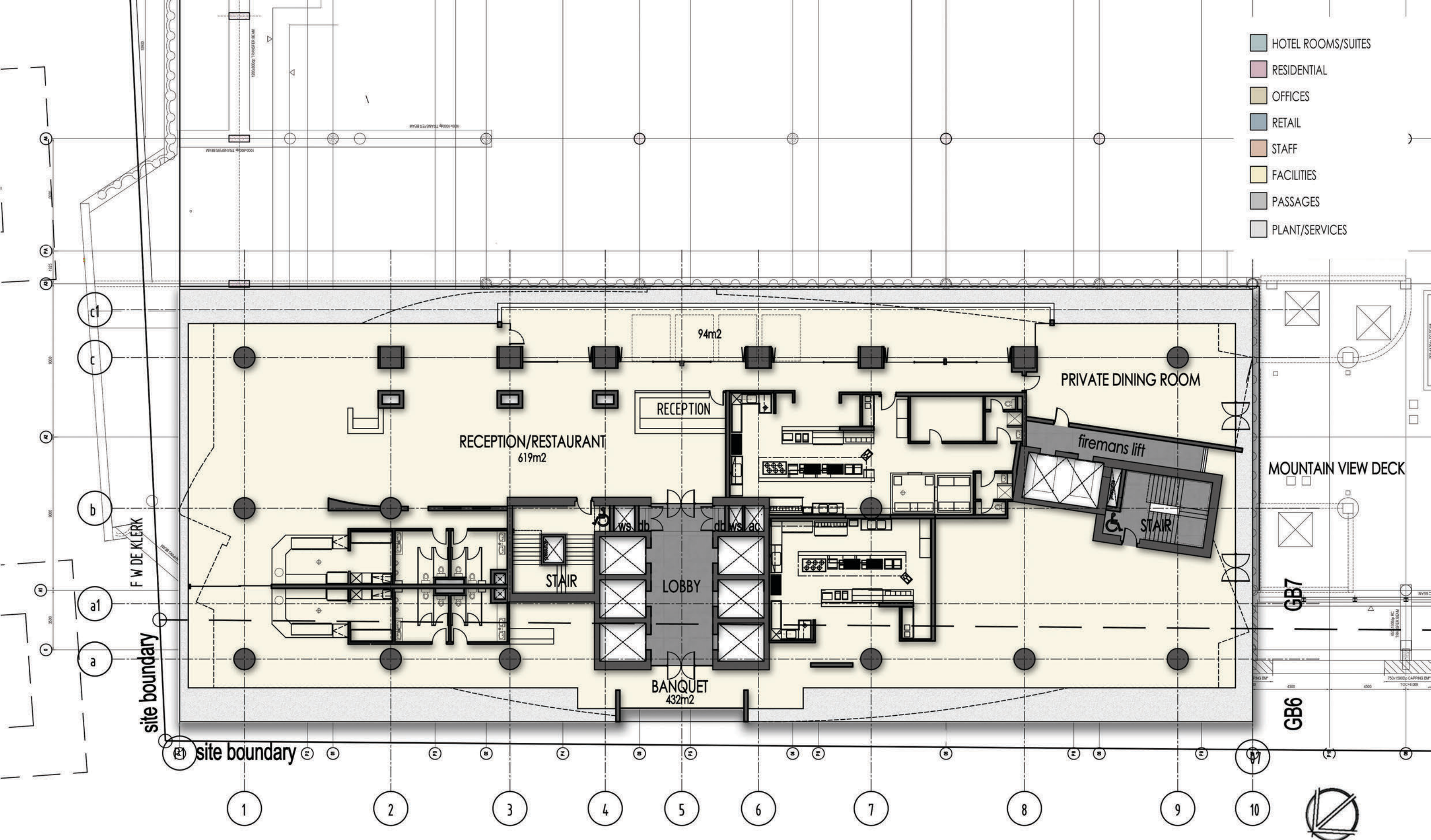


THIRD STOREY



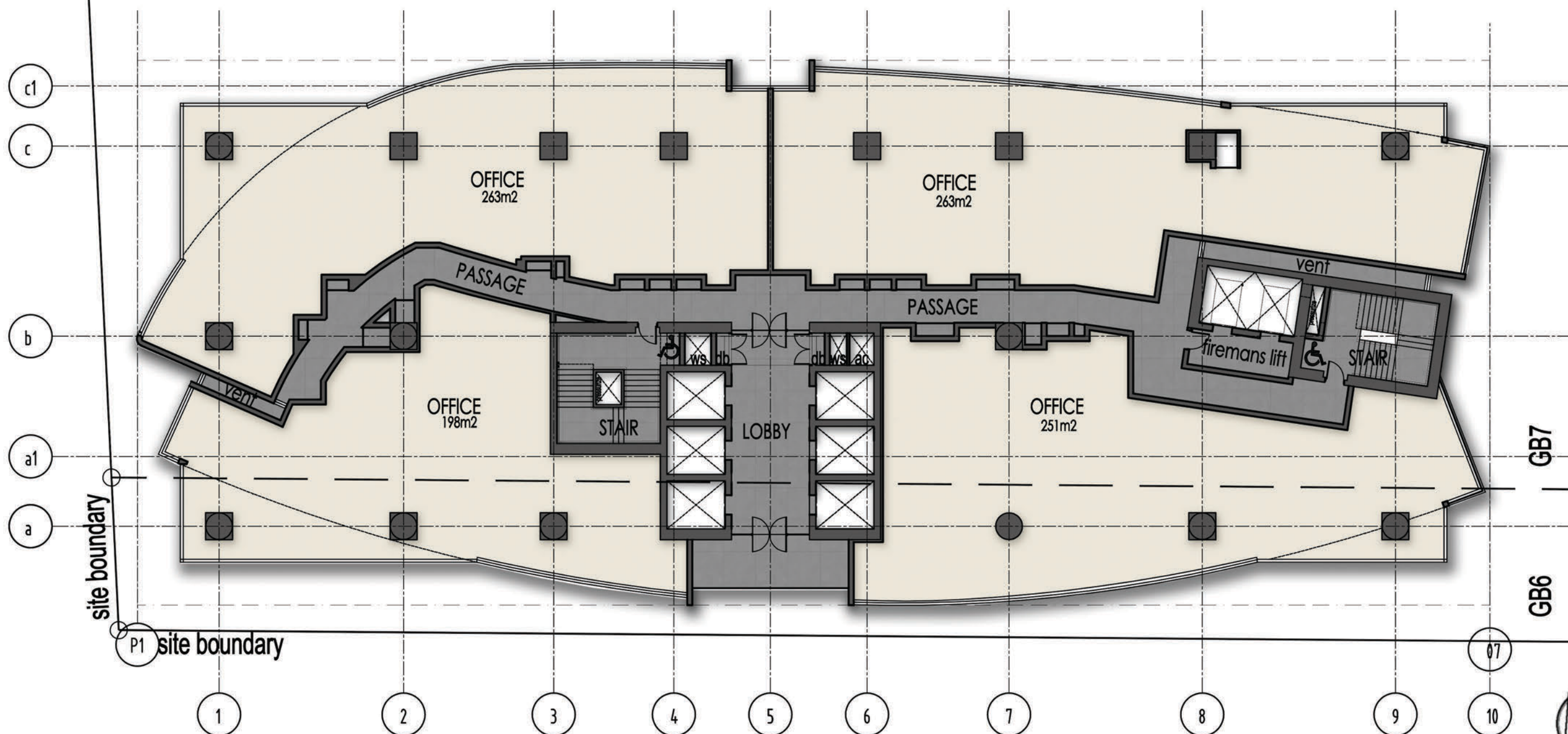
FOURTH STOREY

- HOTEL ROOMS/SUITES
- RESIDENTIAL
- OFFICES
- RETAIL
- STAFF
- FACILITIES
- PASSAGES
- PLANT/SERVICES



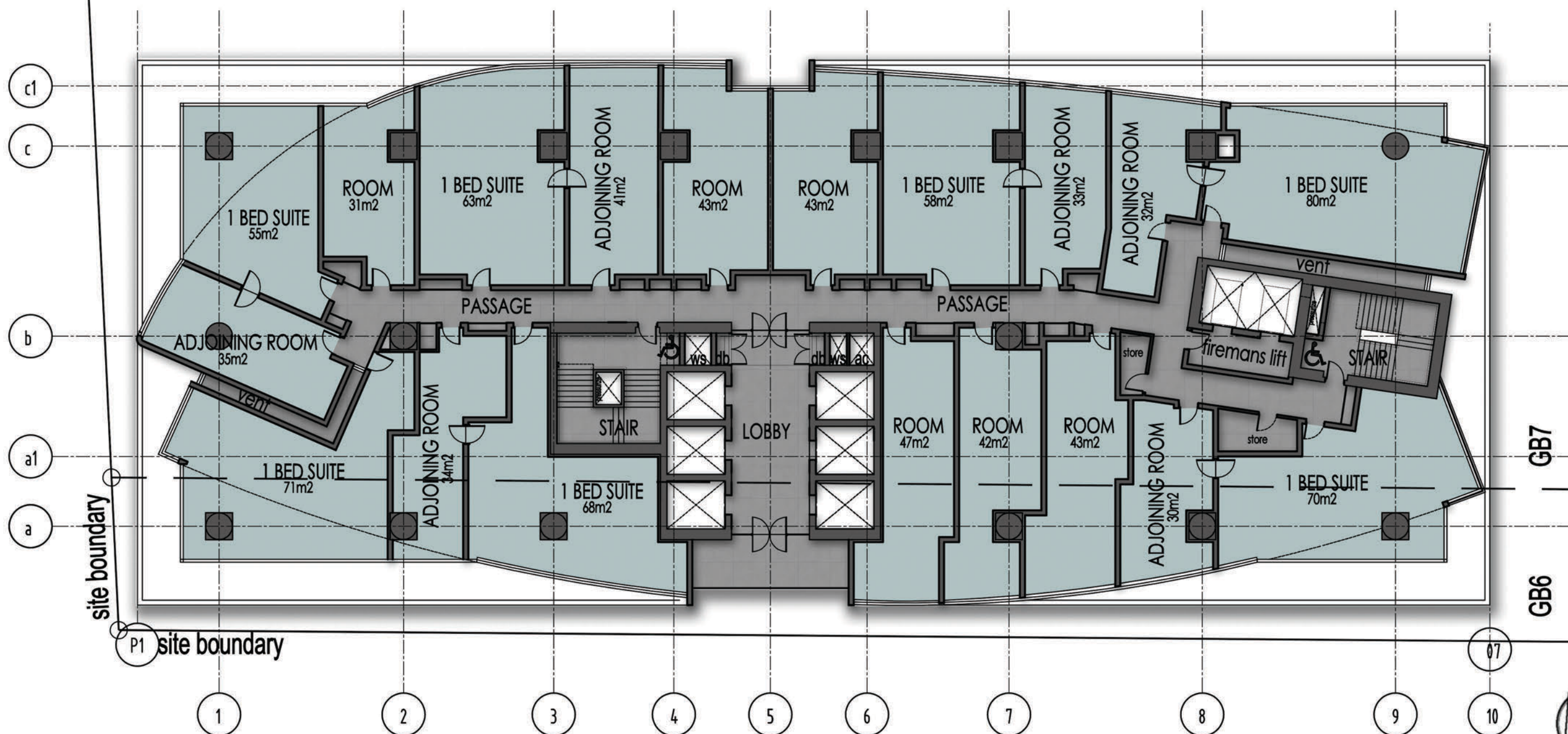
FIFTH STOREY

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- RESIDENTIAL
- OFFICES
- RETAIL
- STAFF
- FACILITIES
- PASSAGES
- PLANT/SERVICES



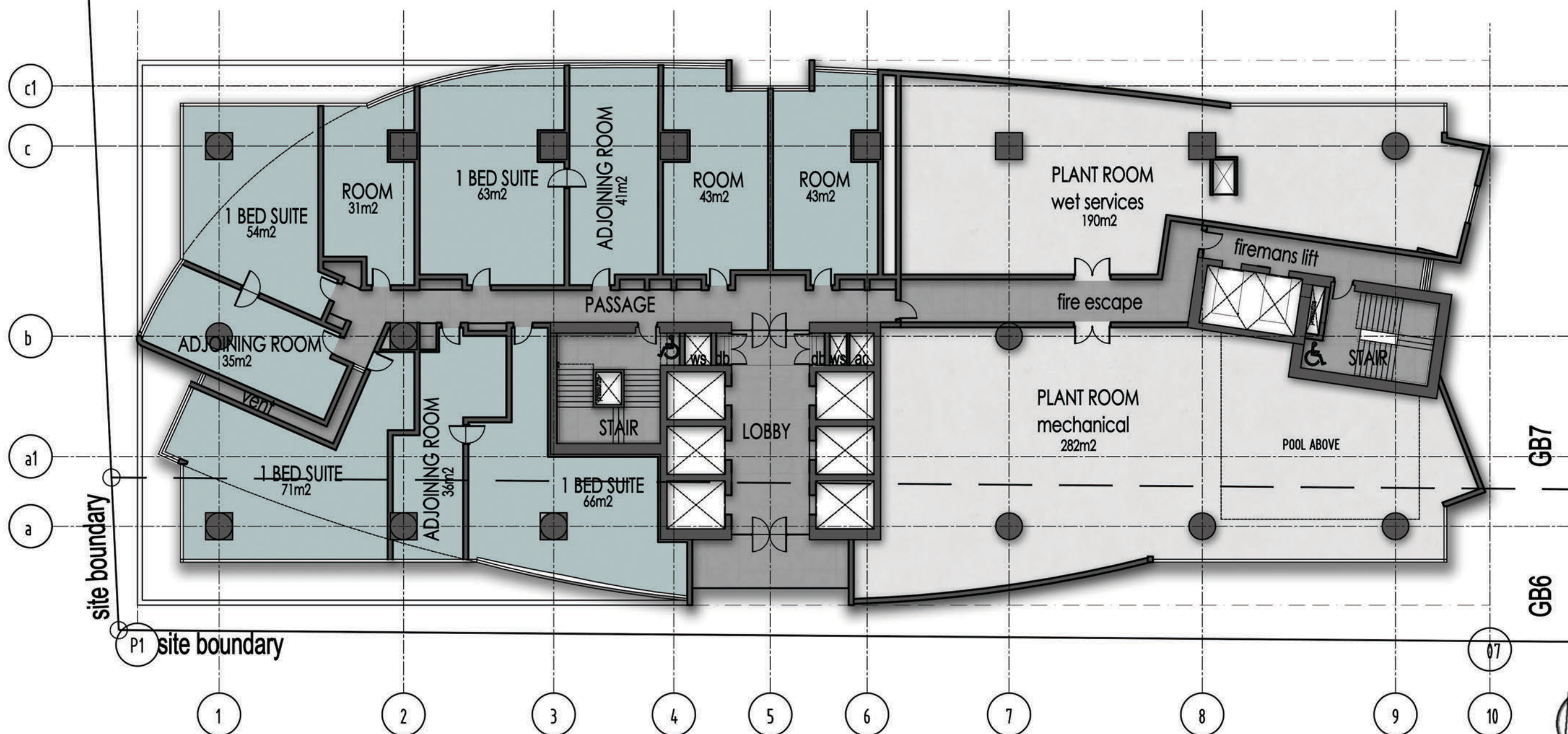
SIXTH to SEVENTH STOREYS

- HOTEL ROOMS/SUITES
- RESIDENTIAL
- OFFICES
- RETAIL
- STAFF
- FACILITIES
- PASSAGES
- PLANT/SERVICES



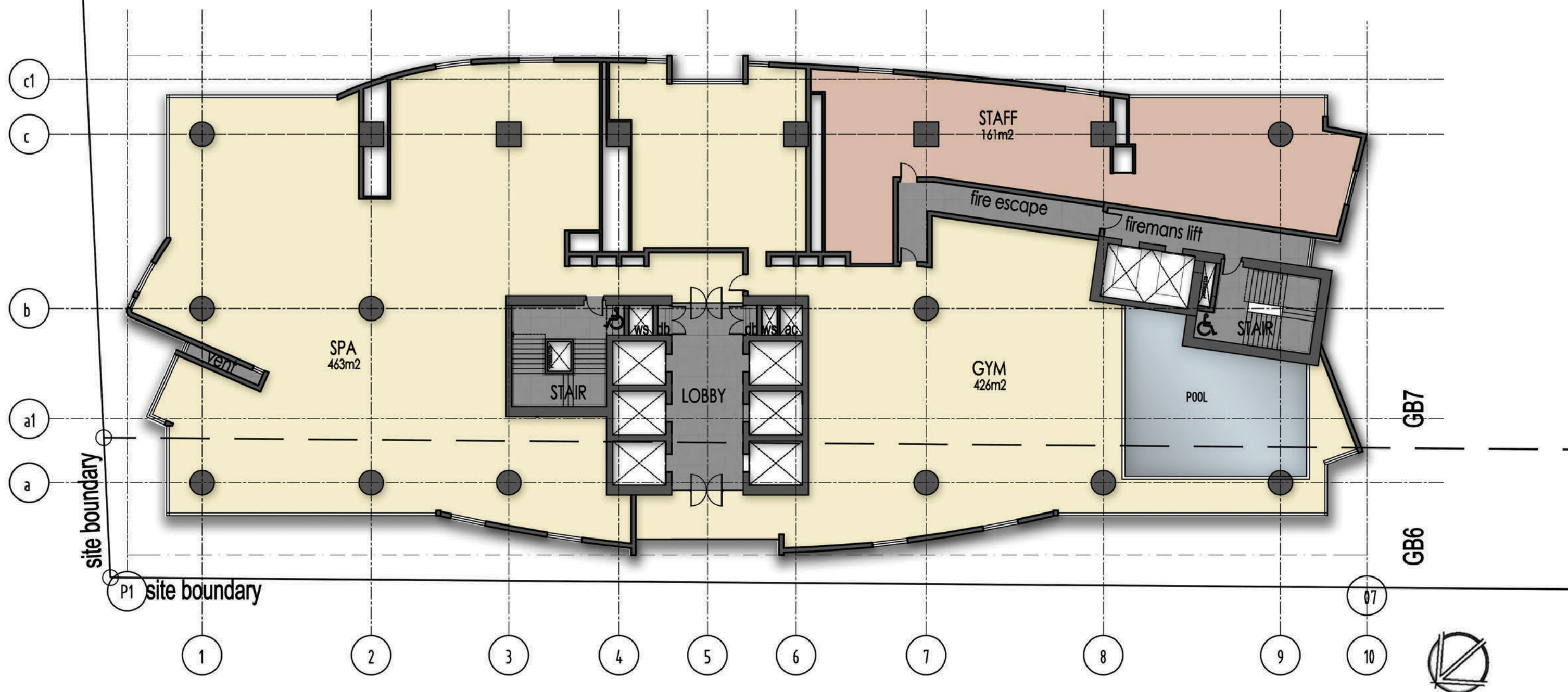
EIGHTH to SEVENTEENTH STOREYS

- HOTEL ROOMS/SUITES
- RESIDENTIAL
- OFFICES
- RETAIL
- STAFF
- FACILITIES
- PASSAGES
- PLANT/SERVICES



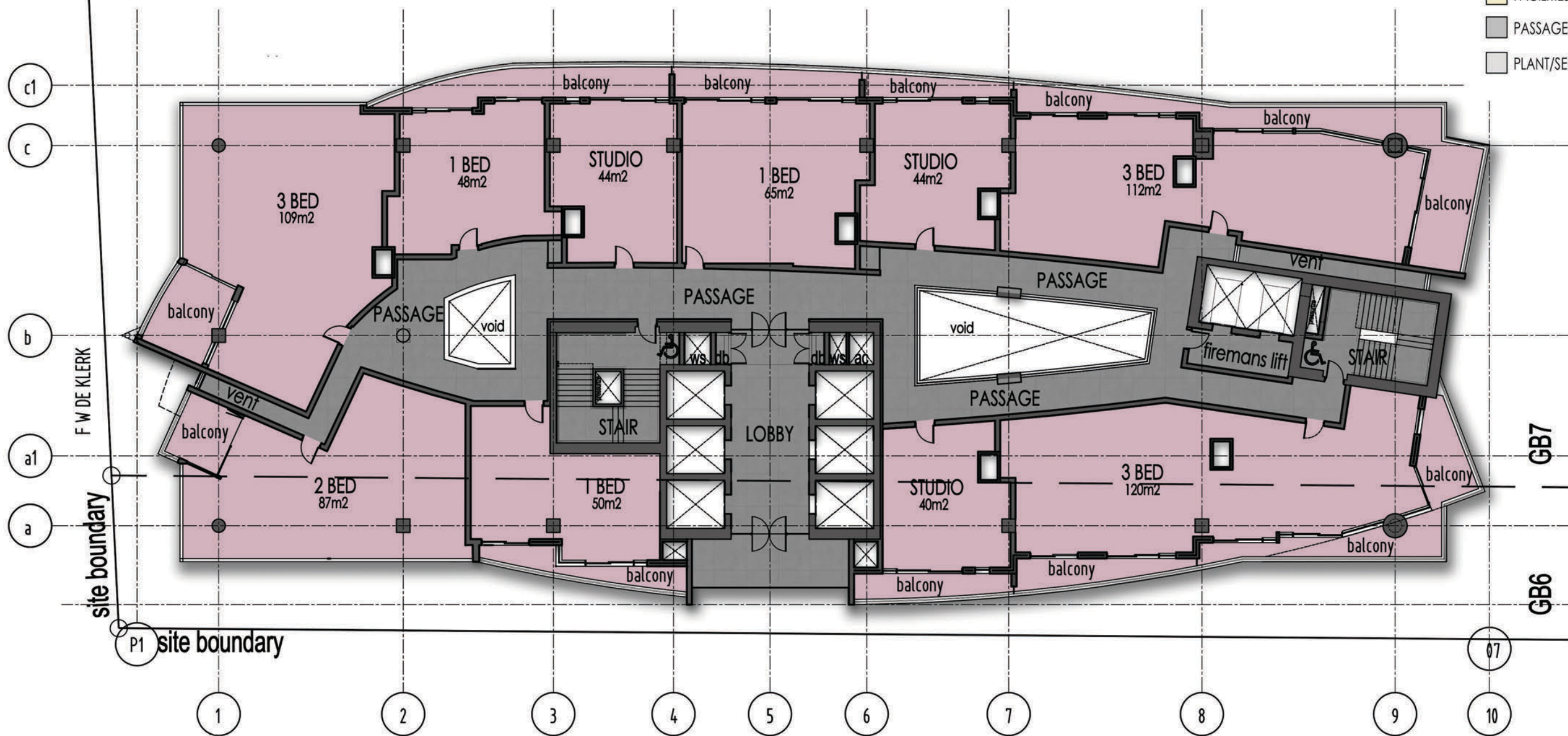
EIGHTEENTH STOREY

- HOTEL ROOMS/SUITES
- RESIDENTIAL
- OFFICES
- RETAIL
- STAFF
- FACILITIES
- PASSAGES
- PLANT/SERVICES



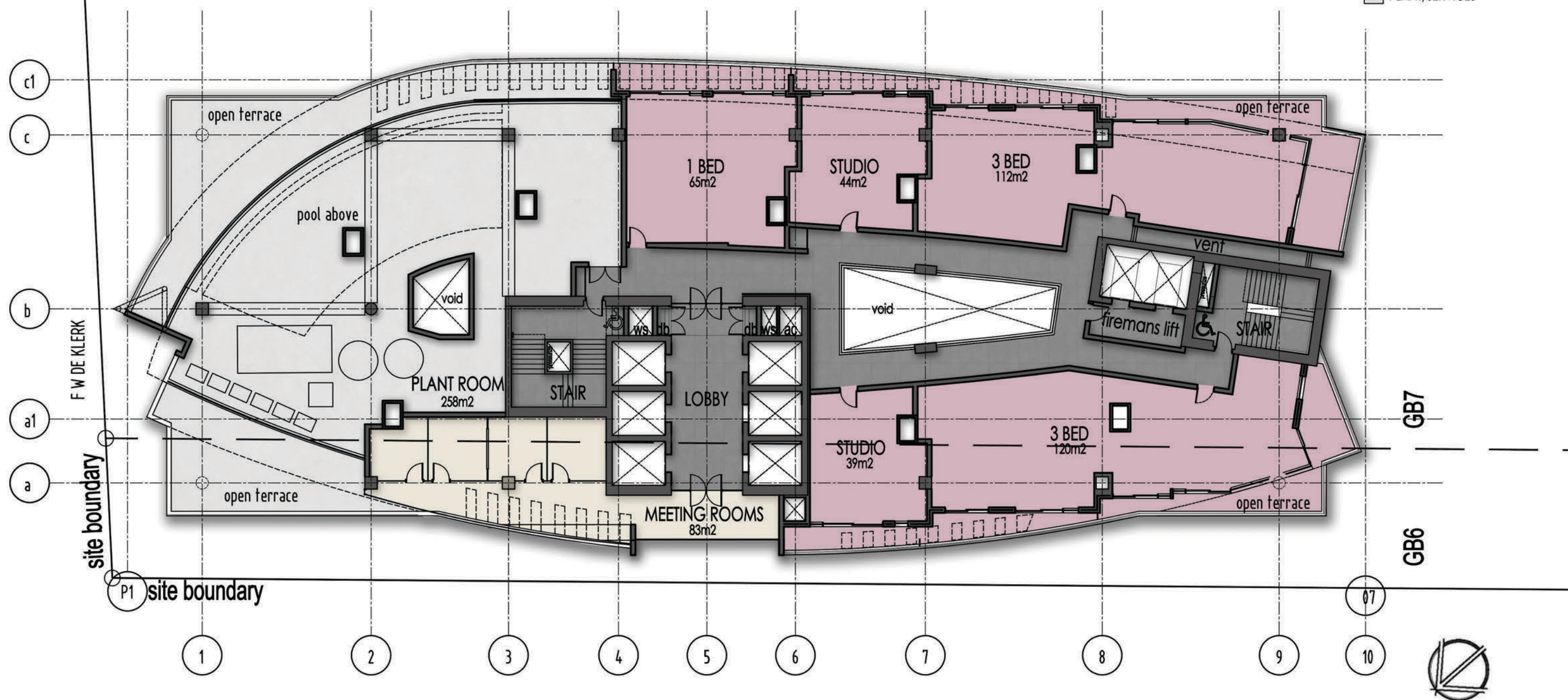
NINETEENTH STOREY

- HOTEL ROOMS/SUITES
- RESIDENTIAL
- OFFICES
- RETAIL
- STAFF
- FACILITIES
- PASSAGES
- PLANT/SERVICES



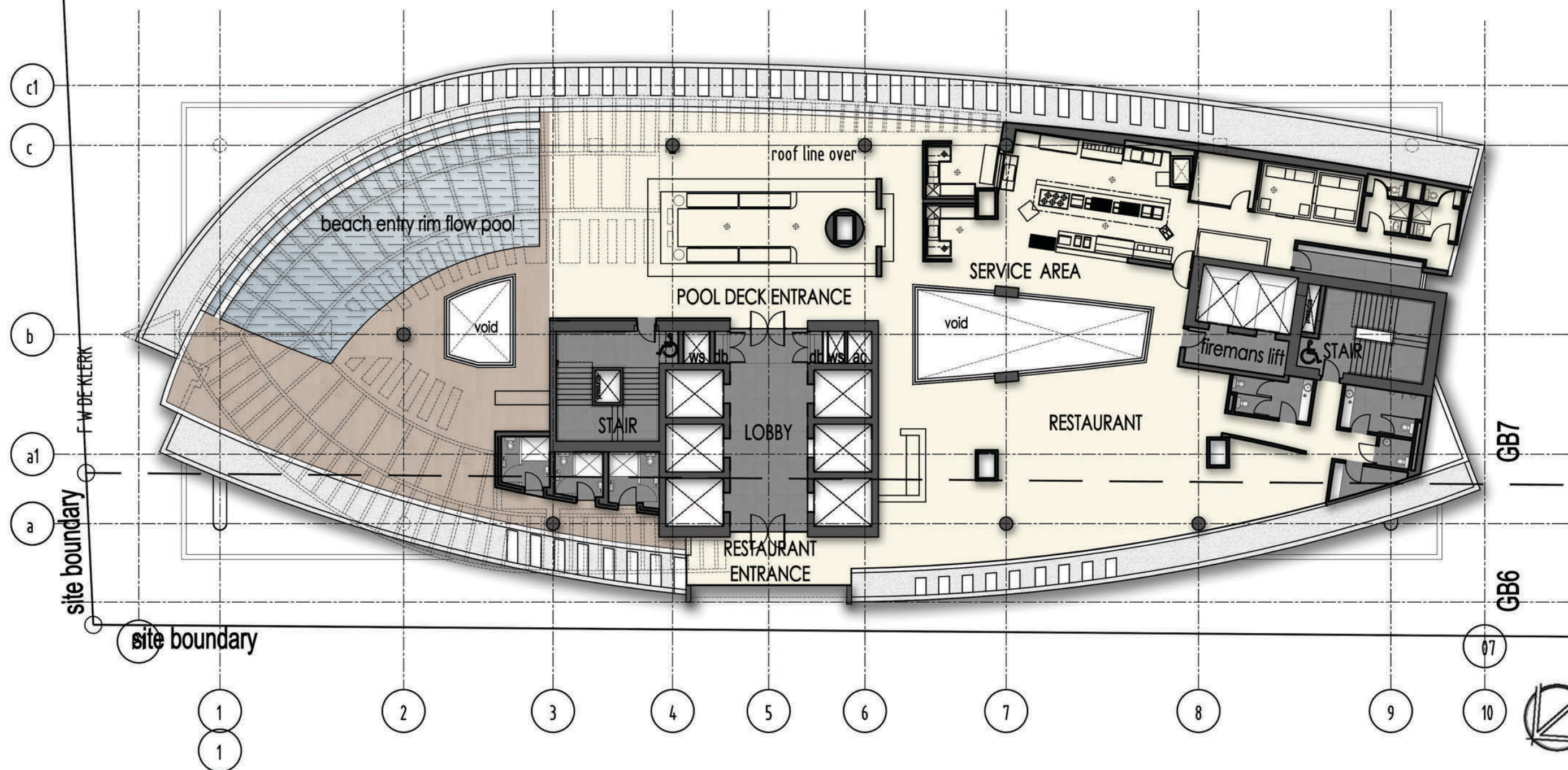
TWENTY EIGHTH STOREY

- HOTEL ROOMS/SUITES
- RESIDENTIAL
- OFFICES
- RETAIL
- STAFF
- FACILITIES
- PASSAGES
- PLANT/SERVICES

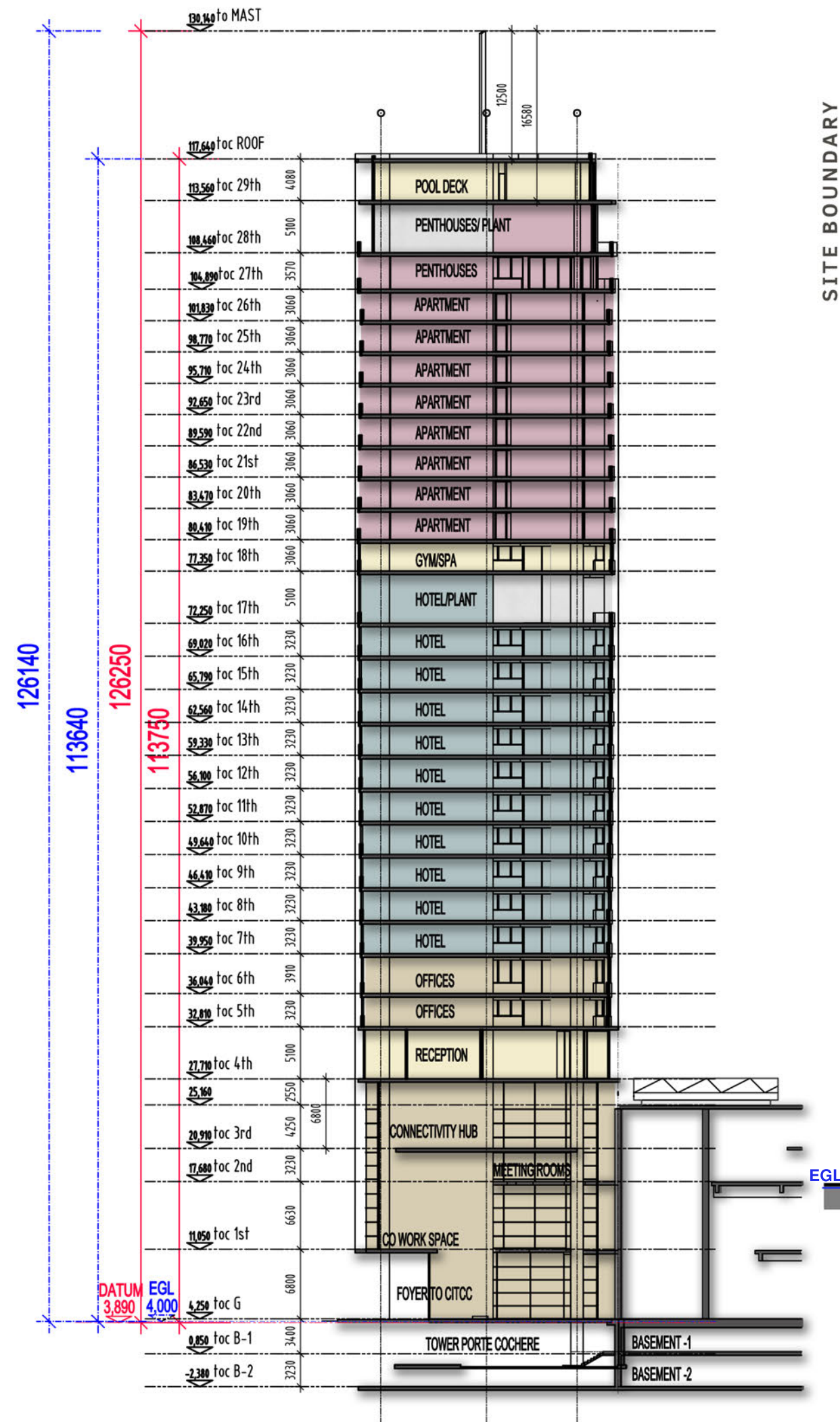


TWENTY NINTH STOREY

- HOTEL ROOMS/SUITES
- RESIDENTIAL
- OFFICES
- RETAIL
- STAFF
- FACILITIES
- PASSAGES
- PLANT/SERVICES

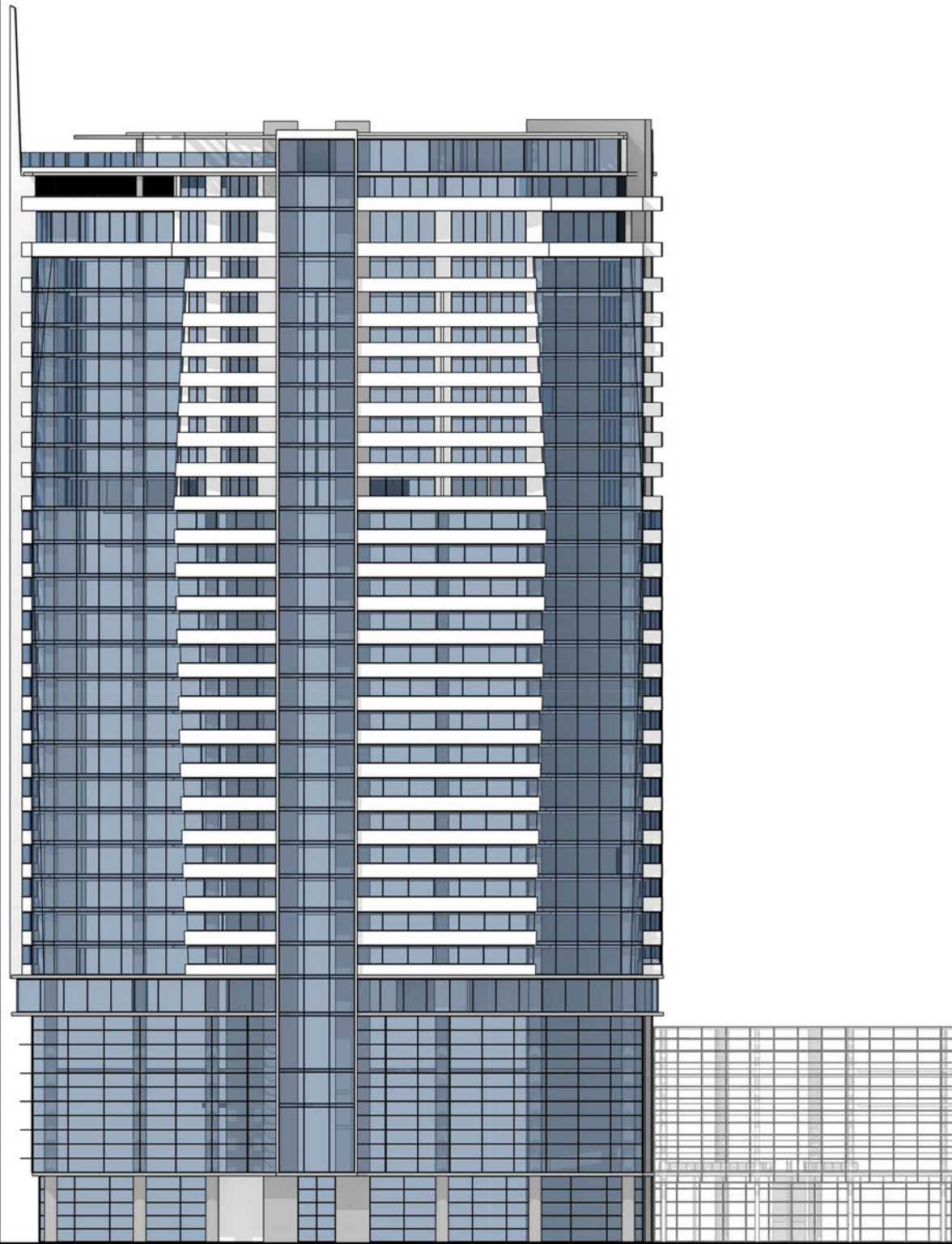


THIRTIETH STOREY



SITE BOUNDARY

EGL



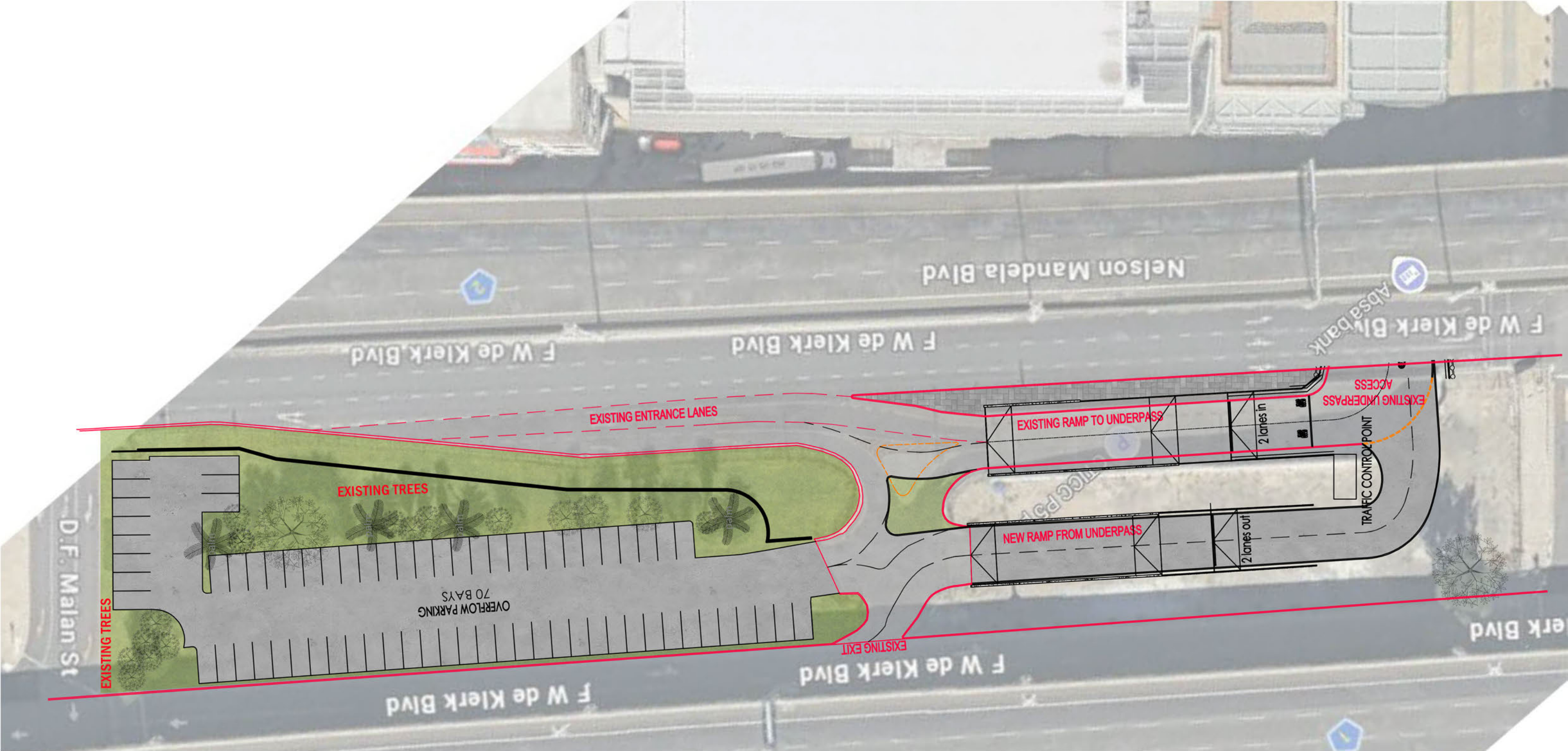
SITE BOUNDARY

EGL



SITE BOUNDARY

EGL



RE/ERF 192





PERSPECTIVE





PERSPECTIVE

