ROUTE 21
CORPORATE / INDUSTRIAL PARK

DEVELOPMENT GUIDELINES

prepared by

HOLM JORDAAN & PARTNERS
ARCHITECTS AND URBAN DESIGNERS

prepared for

CENTURION TOWN COUNCIL

in collaboration with

IRENE LAND CORPORATION LTD

NOVEMBER 1999

TABLE OF CONTENTS

1. INTRODUCTION 1

1.1 GUIDELINES 1
1.2 APPLICATION OF GUIDELINES 1

2. PLAN APPROVAL PROCEDURES 2

2.1 GENERAL RULES AND REGULATIONS 2
2.2 PLANS TO BE SUBMITTED 2
2.3 PLAN APPROVAL PROCESS 2

3. CODE OF CONDUCT 4

3.1 GENERAL RULES AND REGULATIONS 4
3.2 PRE-CONSTRUCTION PHASE 4
3.3 CONSTRUCTION PHASE 4
3.4 POST-CONSTRUCTION PHASE 5
3.5 OPERATIONAL PHASE 5

4. DEVELOPMENT CONTROLS 6

5. STREET INTERFACE GUIDELINES 8

5.1 INTERFACE ALONG THE R21 HIGHWAY 8
5.1.1 Boundary definition 8
5.1.2 Usage of area within building line 8
5.1.3 Building placement and façade 9
5.2 INTERFACE ALONG NELLMAPIUS AND GOEDE HOOP ROADS 10
5.2.1 Boundary definition 10
5.2.2 Usage of area within building line 10
5.2.3 Building placement and façade 10
5.3 INTERFACE ALONG ALL INTERNAL ROADS 11
5.3.1 Boundary definition 11
5.3.2 Usage of area within building line 11
5.3.3 Sidewalk landscaping 11
5.3.4 Building façade 11

6. SITE DEVELOPMENT GUIDELINES 12

6.1 CONTEXTUAL FIT 12
6.2 PARKING AND LOADING AREAS 12
6.3 SCREEN WALLS 12
6.4 SIDE BOUNDARIES 12
6.5 SITE DETAIL 13
6.6 ENGINEERING SERVICES 13

7. ARCHITECTURAL GUIDELINES 14

7.1 WALLS 14
7.2 ROOFS 14
7.3 BUILDING OPENINGS 14
7.4 BUILDING FIXTURES 14
7.5 LOOSE STANDING STRUCTURES, OUTBUILDINGS AND ADDITIONS 15

1. INTRODUCTION

The developers of Route 21 Corporate / Industrial Park have adopted environmental guidelines to ensure that each future development will enhance the environmental quality to the benefit of the township as a whole as well as that of the surrounding environment. The main aim of architectural guidelines is to maintain a certain style and distinct character that will complement the natural beauty of the surrounding environment. By specifying an architectural theme, it is ensured that different architectural styles do not clash with one another, but build onto the character of Route 21 Corporate / Industrial Park, optimising the value of a client's investments.

This document contains the following sections:

- Plan Approval Procedures;
- Code of Conduct;
- Development Controls;
- Street Interface Guidelines;
- Site Development Guidelines; and
- Architectural Guidelines.

1.1 GUIDELINES

The role of the guidelines is to establish the intent for the design and development within Route 21 and provide the framework within which site development and building applications will be evaluated. Only buildings designed in accordance with the architectural guidelines, as described and illustrated, may be erected in Route 21. The guidelines set out herein are in addition to any regulations or by-laws of the local authority. Over and above the guidelines, all structures shall adhere to the National Building Regulations as prescribed in Act 103 of 1977.

The guidelines are defined in the following categories:

- ***Development Controls*** are provided, as approved in the Conditions of Establishment for Route 21.
- ***Street Interface Guidelines*** address the interface between the public domain (road or street) and the private domain (individual development). Through the interface guidelines the positive impact of a development on the public domain should be maximised and the negative impact minimised, thereby contributing to a ***quality public environment***.
- ***Site Development Guidelines*** address the development of individual sites to ensure that each contributes to an enhanced overall quality through improved ***quality private environments***.
- ***Architectural Guidelines*** address the general design of buildings to ensure that each contributes to the creation of a ***distinct character*** for Route 21 Corporate / Industrial Park.

1.2 APPLICATION OF GUIDELINES

All Site Development Plans and building plans will be evaluated against the development guidelines. The intent of the guidelines is defined in each case. Should a developer want to do a development that is not fully supporting the guidelines, it is proposed that the specific application be discussed, evaluated against the intent and its potential environmental impact be determined. Should the result of the evaluation be favourable, with a certainty that the development will promote the character of the area, it could be approved on merit.

Role of the Architectural Sub Committee (ASC)

An Architectural Sub Committee (ASC) has been established in accordance with the procedures set out in the POA Constitution. The responsibility of the ASC will be mainly to evaluate development applications in terms of the development guidelines. Development designs should enhance the distinct character of Route 21 and should acceptably apply the guidelines. Once the buildings are completed in accordance with the relevant rules and standards, the POA will assume and take over all functions of the ASC. The ASC will not have the power to change the guidelines. Where deviation from the guidelines is proposed in a specific situation, this will be motivated by the POA, with whom the final decision making powers lie.

Role of the Property Owners Association (POA)

Route 21 will be managed by a Property Owners Association (POA) whose structure, formation and responsibilities are set out in its Constitution (Memorandum and Articles of Association). The proposed guidelines are supplementary to the rules, regulations and conditions set out in the Constitution and also to any other rules, regulations or conditions established by it from time to time. According to the rules set out in the Constitution, the POA reserves the right to alter or amend the guidelines from time to time to maintain the environmental quality and distinct character of Route 21. Any changes or modifications of the guidelines will be submitted to and approved by the local authority, as they may have an impact on the surrounding areas.

Role of the Local Authority (LA)

The final approval of all plans (after endorsement by the POA) lies with the LA.

2. PLAN APPROVAL PROCEDURES

2.1 GENERAL RULES AND REGULATIONS

- No building may be erected or altered without approval by the ASC. This does not apply to internal alterations to existing buildings.
- All plans for the construction of or alterations to buildings, must be prepared by a registered professional person.
- The applicant shall formally apply for approval of plans in accordance with the regulations prescribed by the ASC.
- Approval of plans by the ASC or POA does not in any way absolve the owner from any legal requirements pertaining to the building or the operations on the property.
- No applications for rezoning, subdivision, consolidation or any other land use applications shall be made without the written consent of the POA.
- No permanent occupation certificates will be issued by the POA until private areas are fully paved and landscaping is completed in accordance with the approved plans.

2.2 PLANS TO BE SUBMITTED

Building plans must be in accordance with the standards of design prescribed by the POA whether such plans apply to new or existing buildings. The following plans and documents are to be submitted to the ASC for approval, prior to submission to the LA:

- Site Development Plan (SDP) (Landscaping also to be indicated on SDP to be submitted to Town Planning Department of LA);
- Landscaping Plan with list of plants and trees (if not adequately addressed on SDP);
- Building plans (Architectural Stage 3: sketch plans) and elevations; and
- Schedule of Finishes.

The following are to be indicated on the submitted plans:

- Dimensions, materials and finishing of all built structures, surfaces and fences (colour samples to be provided);
- The position, design specification and size of all site details (e.g. satellite dishes, spot lights, signage);
- The position and type of all existing trees, differentiating between those to be retained and those to be removed; and
- All proposed landscaping with list of plants in each landscaped area.

2.3 PLAN APPROVAL PROCESS

The following (read together with Figure 1) explains the plan approval process.

1. All documentation and plans are submitted for approval to the POA, who forwards them to the ASC. A prescribed scrutiny and approval fee of R500,00 is due on submission. PLUS VAT = R570-00

2. The ASC administers and applies the development guidelines and, in particular, examines plans, specifications and schedules of finishes of buildings to be erected on erven in the development.

3. The ASC either approves the plans unconditionally, requests amendments or recommends a deviation from the guidelines.

4. Should the plan be approved in the first case, a stamp of approval from the POA is put on the plans.

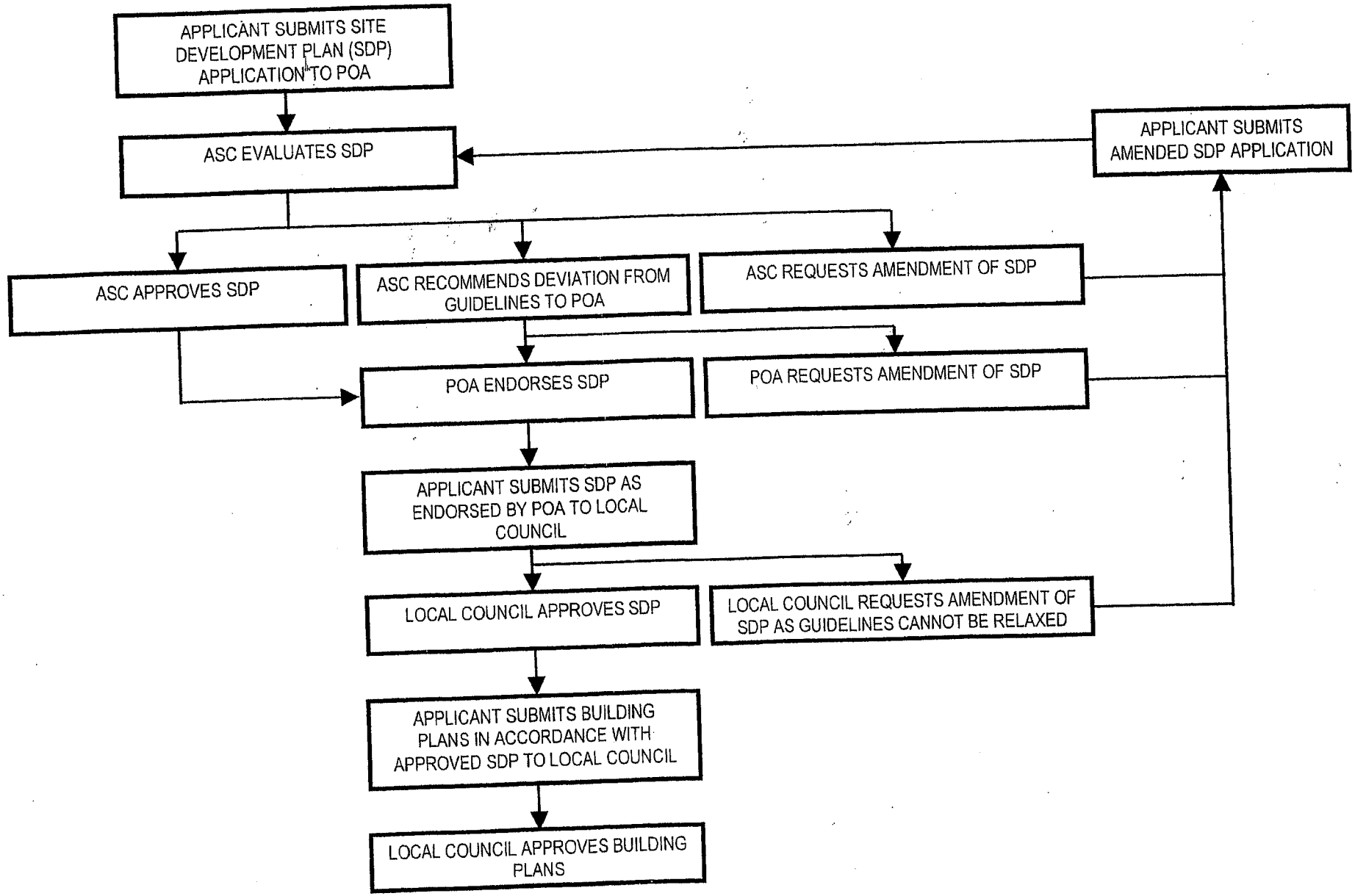
5. The ASC reserves the right to request any changes in design or finishes that may be needed in their exclusive opinion to enhance the environmental quality, or preserve the architectural style. Should this be requested, the amended plans should be resubmitted to the ASC for scrutiny. A decision regarding any dispute arising from the above point will be submitted to the POA for a final decision and a stamp of approval.

6. Should the ASC approve any proposed plans that deviate from the guidelines under special circumstances, such plans should be submitted and recommended to the POA, who are responsible for the final decision, and will provide a POA stamp of approval.

7. The applicant submits drawings that carry the stamp of approval from the POA to the local authority for approval.

8. Once all plans are approved and regulations in terms of the pre-construction phase (section 3.2) are adhered to, construction can commence.

FIGURE 1: PLAN APPROVAL PROCESS



3. CODE OF CONDUCT

3.1 GENERAL RULES AND REGULATIONS

- The speed limit is 40 km per hour.
- Parking on sidewalks, in the street opposite traffic islands, or on no-parking zones is not permitted.
- Each owner shall maintain his / her erf in a clean and tidy condition to the satisfaction of the POA.
- Owners are responsible for maintaining trees, plants and shrubs planted on their pavements by the POA.
- No trees, plants or sidewalk lawn may be removed without the permission of the POA.
- The occupiers of any property within the township are liable for the conduct of their visitors, contractors and employees.
- No rubble or refuse may be dumped or discarded in any public area.
- No animals are allowed.

3.2 PRE-CONSTRUCTION PHASE

- Construction of buildings should be conducted within 18 months from the date of registration of transfer of ownership. A vacant stand must be kept clean on a regular basis to the satisfaction of the POA. If it is not kept clean, it will be cleaned by the POA at the cost of the owner.
- Strip and stockpile site topsoil before construction, for later use.
- Protect existing trees to be retained by erecting a barrier around them. Do not alter soil levels within the "drip-line" of existing trees.
- Building boards may only be erected if they are approved by the ASC according to their details. Such boards are not to be erected outside the property.
- The contractor shall provide the security co-ordinator with a complete list of all contractors, sub-contractors, and their employees who are to be permitted entry into Route 21 for the purpose of construction work on any erf. This list should be reviewed bi-monthly during the construction phase.

3.3 CONSTRUCTION PHASE

- A temporary storage or outbuilding for materials and supplies may be used in connection with and during the construction of a building, provided that it is removed immediately from the property upon the completion of such construction, and provided that the said structure is approved by the ASC.
- Where applicable, the owner shall cause suitable screens and / or barricades to be erected to reduce the emission of noise, dust, waste, effluent or other nuisance from the erf during construction.
- Each owner shall ensure that all reasonable means are used to prevent damage to roads through any act or omission of the building contractor engaged by the owner.
- Every owner must ensure that contractors in his employ adhere to the stipulations relating to the contractor in the Code of Conduct.
- Contractor activity is only allowed during the following public time hours:
  06h00 – 18h00 normal weekdays,
  07h00 – 13h00 Saturdays.
- No building activity beyond the aforesaid hours or on Sundays or public holidays will be allowed, unless prior permission of the POA has been obtained in writing. Such permission will be granted only if an application has been lodged with the POA at least one week prior to the date upon which such activity is to take place and which application must contain the approval of the owners of neighbouring properties if occupied.
- At any time beyond the public time specified above, the contractor will be allowed one representative per site in the capacity of watchman. The representative must display the appropriate I.D. card, which is obtainable from the POA.
- All the contractor's workers and / or contractor's sub-contractor workers must enter Route 21 in an approved vehicle with a temporary access token. Alternatively, they should obtain casual employee I.D. cards at the security gate by lodging a valid I.D. document, which will be returned on the return of the I.D. card.
- Contractors shall not allow any debris of any nature to be discarded, or exist in the area except in the dedicated rubbish skips to be provided on the premises by the contractor. The contractor shall make sure that the workers use the facility and that the site is kept as clean as possible. Rubbish should be removed weekly and not burnt on site.
- Where materials encroaching onto the pavement or roadway are off-loaded by a supplier, it must be moved onto the site by the contractor. No material must be allowed to remain on the roadway or pavement and it is the owner's responsibility to clean the roadway of all such materials, including sand or rubble washed or moved onto the road during building operations.
- Deliveries from suppliers shall be scheduled during normal building hours only.
- The contractor shall provide acceptable toilet facilities for the workers on the site.
- Should the POA have any concern regarding the conduct of any contractor

and / or sub-contractor, the POA may act as it deems necessary. It reserves the right to suspend building activity until such undesirable conduct ceases, which it may do at any time after delivering written notice to cease, and without recourse from the owner and / or contractor and / or sub-contractor.

- The contractor shall at all times be responsible for all persons concluding business at his construction site. Any employee of the contractor, the sub-contractor, or any employees of the sub-contractor, may, at the discretion of the POA, be denied entry into Route 21 temporarily or permanently, for a violation of any of the rules and regulations of Route 21 pertaining to construction. This is to include violations of traffic rules and regulations adopted by the POA.
- In order to reduce unsightliness and inconvenience to neighbours, construction should proceed without lengthy interruptions. It should in any event be completed within one year from commencement. Phased design should be handled in such a way that the end of each phase should be aesthetically acceptable.

3.4 POST-CONSTRUCTION PHASE

- An owner shall properly repair any and all kerbs broken in construction of a driveway entrance.
- The owner shall be responsible for damage to kerbs and / or plants on the sidewalks and / or damage to private or estate property.
- All building boards must be removed within one week after completion of construction.
- The failure of an owner to remove building rubble from an erf for a period of more than one (1) month shall be deemed unreasonable.

3.5 OPERATIONAL PHASE

- Owners shall maintain a high standard of garden frontage and pavement maintenance. All property areas shall be maintained, with every owner having a further responsibility towards all the occupants of Route 21 to maintain the area between the road kerb and the boundary of his property. No owner shall permit the growth of noxious weeds or vegetation on an erf or on any part of the property between the street pavement and the front line of the erf.
- Garden fences/walls and outbuildings forming part of side boundaries must be maintained and painted where necessary. Each owner shall maintain the exteriors of all structures on an erf and all fixtures attached thereto in a sightly manner and shall maintain all gutters and other such fixtures in a good working order.
- Each owner shall see to it that no rubbish, trash or garbage or other waste material is accumulated or permitted anywhere upon the erf except in containers located in designated areas.
- No owner shall burn or permit to burn any materials or rubbish on the erf.
- No rubbish or refuse may be dumped on the sidewalks under any circumstances.
- Rubbish containers shall not be placed on any common or public area or upon a thoroughfare for a period exceeding 24 hours before and after scheduled trash collection hours.
- No owner shall commit or permit on his / her erf any nuisance or illegal activity, or anything which may cause an annoyance or a noxious or offensive activity to other owners.
- The repair of any building damaged by fire or otherwise shall be completed promptly. The failure of an owner to complete any such construction for a period of more than six (6) months or to repair or remove damaged debris from an erf for a period of more than one (1) month shall be deemed unreasonable.

4. DEVELOPMENT CONTROLS

ERF LOCALITY	APPLICABLE ERVEN	APPROPRIATE LAND USE	ZONING	COVERAGE	HEIGHT	FAR	PARKING REQUIREMENTS	STREET BUILDING LINES
ADJACENT TO R21 HIGHWAY	922 - 926, 928, 930	As in "Industrial 2" description below, with offices	Industrial 2 with offices	40 %	2 storeys	0,6	Workshop storage space: 1 parking place / 100 m² floor area Other uses including offices: 4 parking places / 100 m² floor area	20 meter
ADJACENT TO NELLMAPIUS ROAD	918, 920 - 922, 957	As in "Industrial 2" description below, with offices (except 957 garage and 919 security and access administration)	Industrial 2 with offices (except 957 public garage and 919 special)	40 %	2 storeys	0,6	Workshop storage space: 1 parking place / 100 m² floor area Other uses including offices: 4 parking places / 100 m² floor area Public garage: 4 parking places / 100 m² workshop floor area	16 meter
ADJACENT TO GOEDE HOOP ROAD	908-918, 957	As in "Industrial 2" description below (except 957 garage and 908 security and access administration)	Industrial 2 (except 957 public garage and 908 special)	40 %	2 storeys	0,6	Workshop storage space: 1 parking place / 100 m² floor area Other uses including offices: 4 parking places / 100 m² floor area Public garage: 4 parking places / 100 m² workshop floor area	16 meter
ADJACENT TO INTERNAL ROADS	All erven except 926, 928, 930 and 957	As in "Industrial 2" description below (except erven adjacent to the highway and two main roads as identified above, as well as 927, 929 and 931 with offices added)	Industrial 2 (except erven adjacent to the highway and two main roads as identified above, as well as 927, 929 and 931 Industrial 2 with offices)	40 %	2 storeys	0,6	Workshop storage space: 1 parking place / 100 m² floor area Other uses including offices: 4 parking places / 100 m² floor area Public garage: 4 parking places / 100 m² workshop floor area	As per SDP

"Industrial 2" - Purposes for which the land and buildings may be used include warehouses, laboratories, service industries, wholesale trade, computer centres, distribution centres, research and scientific institutes, uses ancillary and subservient to the main use, cafeteria and light industries in line with the approved development guidelines including:

- Manufacturing of electronic apparatus;
- Chemical manufacturing including medical and pharmaceutical preparations, perfumes, cosmetics, sophistic plastic products;
- Manufacturing jewellers;
- Optical and photographic goods and services;
- Manufacturing of speciality goods;

- Packaging and manufacturing of food and ancillary;
- Other light industries as approved by the Chief Town Planner in line with the approved development guidelines; or
- Offices related or subservient to the main use.

All erven are subject to a 3 meter servitude in favour of the local authority for sewerage and other municipal purposes, along any 2 boundaries other than a street boundary.

Although the maximum coverage on an erf is 40%, the Council may consent to 45% with the approval of the Site Development Plan.

Usable space accommodated within the roof structure will not be counted as a storey, in which instance dormer windows should be provided within the roof.

The Conditions of Establishment of the township should be adhered to.

The following data pertaining to a specific site is available from the POA:
- Dimensions;
- Contours; and
- Servitudes.

Technical detail such as turning circles and service connections is available from the Local Authority.

5. STREET INTERFACE GUIDELINES

The ***aim*** of Street Interface Guidelines is to address the interface between the public domain (road or street) and the private domain (individual development) to maximise the positive impact of a development on the public domain and minimise the negative impact, thereby contributing to a ***quality public environment***.

The ***intent*** is to ensure an acceptable quality within the public domain in Route 21 and ensure an appropriate relationship between developments in Route 21 and its surrounding environment (the major order roads surrounding it) through guidelines based on principles for safety and informal surveillance, street definition and beautification.

5.1 INTERFACE ALONG THE R21 HIGHWAY (applicable on all boundaries facing onto the highway)

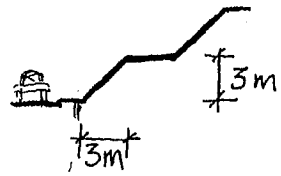
Intent: *Due to high visibility from the highway, the building should convey a strong presence through deserving architecture, established within a parklike environment created through appropriate landscaping.*

5.1.1 BOUNDARY DEFINITION

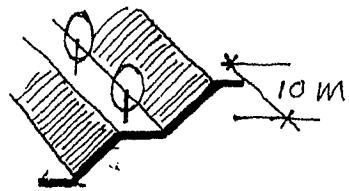
a) No additional boundary wall or fence may be erected in addition to the existing township boundary fence of Route 21.

b) If cut and fill needs to be done, the following is applicable:

i) The boundary on the highway should be stepped back with landscaped terraces. The height of one terrace should be maximum 3 meters. The width of terraces should be minimum 3 meters.



ii) Trees should be planted on the terraces at 10 meter intervals.



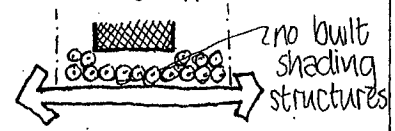
iii) All retaining walls should be established with plant blocks.



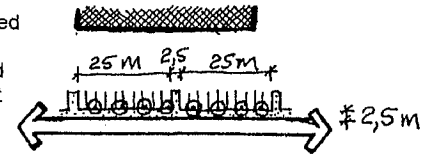
5.1.2 USAGE OF AREA WITHIN BUILDING LINE

a) If parking is placed between the building and the highway, the following is applicable:

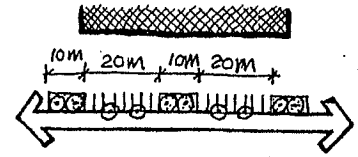
i) To maintain a parklike character, only trees but no shading structures will be allowed between the building and the fence on the highway boundary.



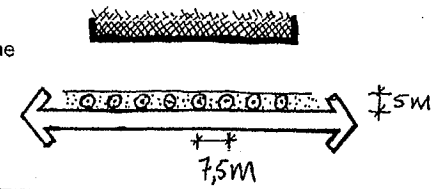
ii) If a 2,5 meter strip of landscaping is established inside the fence all along the boundary, a maximum length of one parking pocket should be 25 meter whereafter a landscaped area (at least 2,5 meter wide), should be established. One tree per three parking bays should be provided.



iii) If parking is placed directly on the boundary, a maximum length of one parking pocket should be 20 meter whereafter a landscaped area (at least 10 meter wide with at leasr 2 trees), should be established. One tree per three parking bays should further be provided.

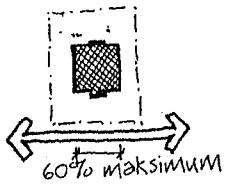


b) If vehicular circulation space is placed in front of the building, a 5 meter strip of landscaping within the boundary should be provided, with trees being planted at minimum 7,5 meter intervals.



5.1.3 BUILDING PLACEMENT AND FAÇADE

a) To contribute to the parklike character, maximum 60% of the length of the site boundary on the highway may be covered by a building.

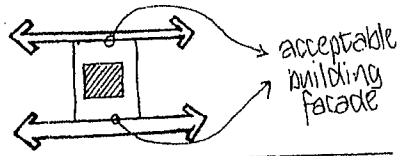


b) Storage areas should not be visible from the highway. It should be placed at the back of the building and should be adequately screened off by a wall designed as integral part of the building.

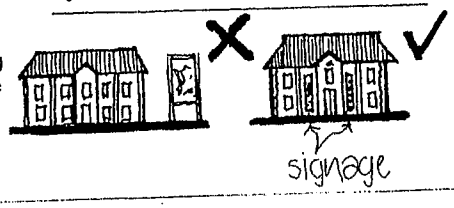


c) At least one main entrance should be provided to the building from the side facing onto the highway.

d) Buildings with more than one street frontage should have an acceptable building façade on all street frontages.



e) Advertisements or signage along the highway should be integrated in the design of the building and should not appear as an add-on or separate feature.

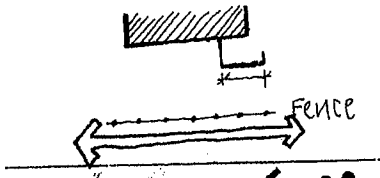


5.2 INTERFACE ALONG NELLMAPIUS AND GOEDE HOOP ROADS (applicable on all boundaries facing onto these roads)

Intent: *A development should be visually integrated with its surrounding environment, with the front facades of buildings contributing to a strong urban character on these streets.*

5.2.1 BOUNDARY DEFINITION

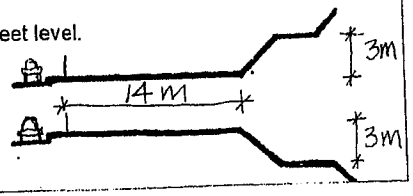
a) No additional boundary wall or fence may be erected in addition to the existing boundary fence of Route 21, except for screening purposes in which case the wall should be attached to the building and complements its design. The screen wall should have a maximum length of 6 meter at any point.



b) If cut and fill needs to be done, the following are applicable:

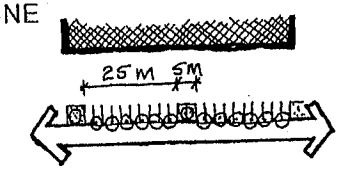
i) No retaining walls should be established on the street level.

ii) Development should be placed on landscaped terraces with the first terrace being maximum 3 meter high and located at least 14 meters from the boundary.



5.2.2 USAGE OF AREA WITHIN BUILDING LINE

a) Parking may be placed directly on the boundary, with a maximum length of one parking pocket being 25 meter whereafter a landscaped area (at least 5 meter wide with at least one tree), should be established. One tree per three parking bays should further be provided.



b) If vehicular circulation space is placed in front of the building, a 5 meter strip of landscaping within the boundary should be provided, with trees being planted at minimum 7,5 meter intervals.

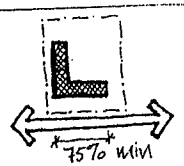


c) No shading structures (only trees) will be allowed between the building and the fence on the street boundary.

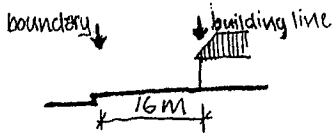


5.2.3 BUILDING PLACEMENT AND FAÇADE

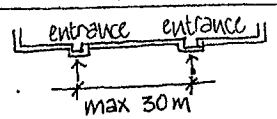
a) At least 75% of the width of the street boundary should be covered by a building.



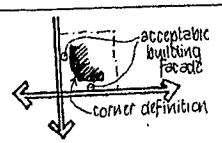
b) To contribute to the more urban character, a building should preferably be placed on the 16 meter building line and not further away from the street boundary.



a) From the street, visual access (at least 30% of the ground floor façade windows) and physical access (at least one entrance in 30 meter building facade) to the building, should be provided for.



b) Buildings on corner stands should define the corner and should have an acceptable building façade on both street frontages.



b) Storage areas should not be visible from the street. It should be placed at the back or side of the building and should be screened off by a wall designed as integral part of the building.

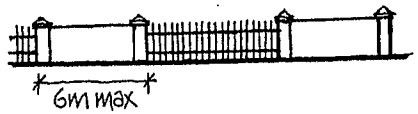


5.3 INTERFACE ALONG ALL INTERNAL ROADS (applicable on all boundaries facing onto roads within Route 21)

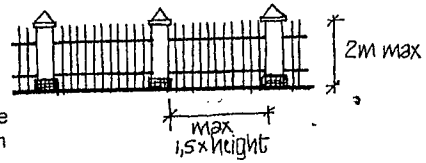
Intent: *The development should be physically and visually integrated within its direct environment.*

5.3.1 BOUNDARY DEFINITION

a) Solid boundary walls on the street boundary should only be used with the consent of the POA and where it is critical to screen off private outdoor space or service areas. The wall should be complementing the design of the building in terms of articulation and materials. At any point the maximum length of a solid wall should be 6 meters. No prefabricated walling systems, Vibacrete, unplastered blocks, barbed wire, corrugated sheet metal walls or wire fences will be allowed.



b) Should palisade fencing be used, it should be maximum 2 meter high, with face-brick or plaster-and-paint pillars complementing the design of the building incorporated in the fence. Pillars should have a pyramid detail on top and rustification at the bottom. It should be placed on distances maximum 1,5 times the height of the fencing between two pillars.

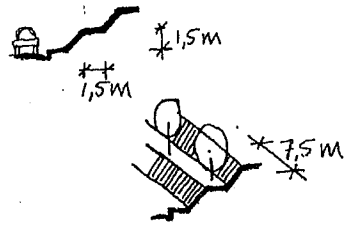


c) If cut and fill needs to be done, the following are applicable:

i) The boundary on the street should be stepped back with terraces.

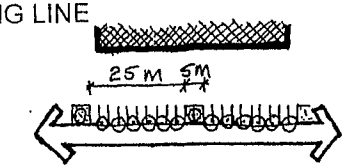
ii) Retaining walls should be maximum 1,5 meters high and should be established with plant blocks. The width of terraces should be minimum 1,5 meters.

iii) Trees should be planted on the terraces at 7,5 meter intervals.

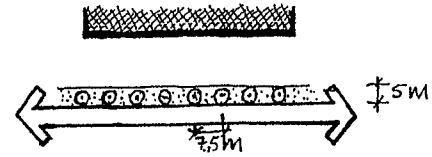


5.3.2 USAGE OF AREA WITHIN BUILDING LINE

a) If parking is placed on the boundary in front of the building, a maximum length of one parking pocket should be 25 meter, with a landscaped area between two parking pockets being a minimum of 5 meter.



b) If vehicular circulation space is placed in front of the building, a 5 meter strip of landscaping within the boundary should be provided, with trees being planted at minimum 7,5 meter intervals.



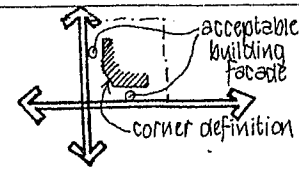
c) Only shading structures complementing the design and materials of the building will be allowed between the building and the street boundary.

5.3.3 SIDEWALK LANDSCAPING

a) Where further planting is established on the sidewalk it should not interfere with pedestrian traffic or obscure the vision of motorists at street corners or site access points.

5.3.4 BUILDING FAÇADE

a) Buildings on corner stands should define the corner and should have an acceptable building façade on both street frontages.



b) Storage areas should not be visible from the street. It should preferably be placed at the back or side of the building and should be screened off by a wall designed as integral part of the building.

6. SITE DEVELOPMENT GUIDELINES

The ***aim*** of Site Development Guidelines is to address the development of individual sites to ensure that each contributes to an enhanced overall quality through improved ***quality private environments***.

The ***intent*** is to ensure an overall quality through guidelines that will establish high quality private environments based on good site layout, environmental concern and landscaping principles.

6.1 CONTEXTUAL FIT

a) The development should take advantage of views and vistas to and from the site.

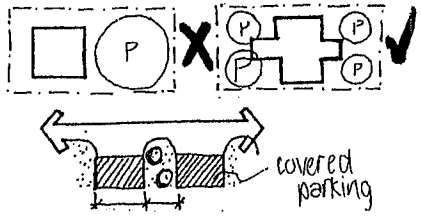
b) A building situated on any strategic intersection within the overall urban structure (e.g. at the intersection of Nellmapius Road and the R21 highway; at the intersection of Nellmapius Road and Goede Hoop Road) should, through appropriate building and spatial design, give recognition to the corner and its prominent location in general.

b) Natural features on the site should be incorporated in the design.

c) As many existing trees as possible should be retained. For new trees, preference should be given to indigenous trees, with landscaping supporting the Highveld character of the area.

6.2 PARKING AND LOADING AREAS

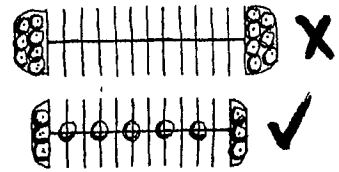
a) Parking areas should be broken up in small parcels and spread over the site. Covered parking pockets with less than 4 parking bays will not be counted for coverage. At least 5 metre of soft landscaping should be established between 2 pockets.



b) Shading structures to be erected to the side or back of the building should be designed as such to complement the character of the building and fit within the colour scheme.

c) Surfaces of parking areas or other hard surfaces should be paving or interlocking concrete blocks.

d) At least one tree per 3 uncovered parking bays should be provided in a parking area. Sufficient lighting should also be provided.



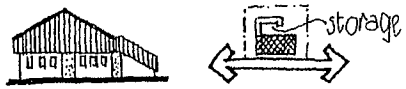
e) On and off loading should preferably be provided for at the back of the building.

6.3 SCREEN WALLS

a) No prefabricated concrete walls shall be used in the development, neither on site boundaries, nor as part of a site development.

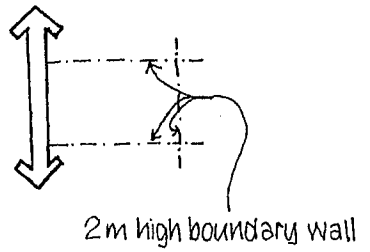
b) Service yards with trash containers shall be located at the rear or side of the building and shall be screened off with a 2 meter high wall which complements the character of the building.

c) Storage areas should not be visible from the R21 highway, Nellmapius Road or Goede Hoop Road and preferably not from internal streets. It should be located at the rear or side of the building and should be screened off with a wall designed as integral part of the building.



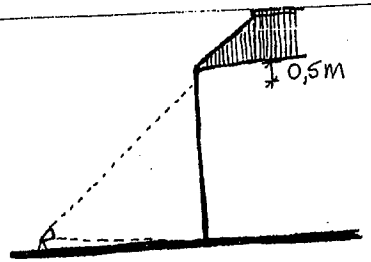
6.4 SIDE BOUNDARIES

a) A 2 meter high boundary wall of brick should be constructed on the back and side boundaries of the site. Walls should be maintenance free on the side of the adjacent property.



6.5 SITE DETAIL

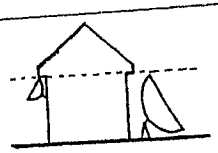
a) Flood lights or spot lights used to illuminate buildings or signs, should be positioned such that minimum light spills onto adjacent properties or shines into the eyes of motorists or pedestrians. To prevent light pollution, lights shall be positioned not to shine higher than 0,5 meter beneath the top of the building.



b) Advertising signage shall be restricted, but may be integrated in the design of the building façade with the consent of the POA and final approval of the Local Authority. It should be destination bound and should not appear as a separate entity and add-on to the development.



c) Satellite dishes may not be visible above the gutter line and shall be placed to the satisfaction of the ASC.



6.6 ENGINEERING SERVICES

a) Connections for all services including, but not limited to, water, sewer, electricity and telecommunications should run underground from the property connection point to the building, in such a manner that it is acceptable to both the POA and the Local authority.

7. ARCHITECTURAL GUIDELINES

The ***aim*** of Architectural Guidelines is to address the general design of buildings to ensure that each contributes to the creation of a ***distinct character*** for Route 21 Industrial Park.

The ***intent*** is to create a distinct character through guidelines that will establish a coordinated architectural feel based on Neo-Victorian principles.

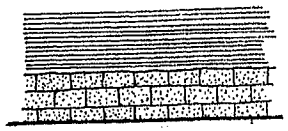
7.1 WALLS

a) Walls should be either face-brick, plaster-and-paint or a combination of these two. Paint should have a hue of between 1 and 2.

b) The corners of the building should be rusticated with face-brick or plaster-and-paint as alternative to the finish of the rest of the building. When the total building consists of face-brick, another colour brick could be used on the corner.



c) The lower section of walls should be rusticated with large stone or brick up to the plinth height.

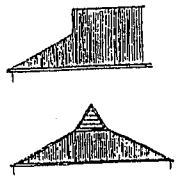


7.2 ROOFS

a) All buildings should have pitched roofs with a gradient not less than 20°. Flat roofs will only be permitted in special circumstances and only on small sections of the building. The latter must be concealed with a parapet wall.

b) The design of the roof end could either be gabled, ventilated hip or a combination of these two. No saw-tooth roofs are allowed.





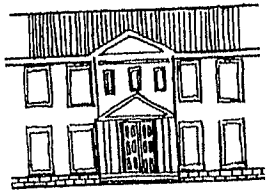
c) Dormer windows should be provided as part of the roof structure where usable space is accommodated within the roof.



d) All roofs should either be tiles or factory painted roof sheets. The colour shall be approved by the ASC.

7.3 BUILDING OPENINGS

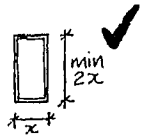
a) A main entrance to a building should be articulated at least up to the gutter line.



b) External lighting should be provided at all entrances to the building.

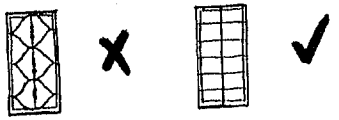
c) The proportions of all windows should be at least, or larger than 1:2 with the vertical dimension being the larger one.





d) Windows may be of hardwood (natural or painted) or powdercoated aluminium or steel. The colour of window panes should complement the colour scheme of the rest of the building.

e) All external burglar bars shall have a simplistic design and should be indicated on the plans submitted.



7.4 BUILDING FIXTURES

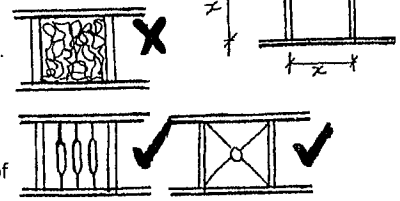
a) Gutters and down pipes should as far as possible be unobtrusive and concealed, with the minimum pipes being exposed. All exposed gutters and down pipes must be factory painted to complement the colour of the walls of the building and the roof.

b) Lift rooms must be accommodated within the roof space and should form part of the roof structure.

c) Awnings and canopies attached to the exterior of any building should not appear as loose standing fixtures but should be designed so as to complement the character, design, materials and colour scheme of the building.

d) All TV aerials should be concealed and not externally visible.

e) Balustrade pillars should be provided on such distances as to create a square between two pillars. The squares should be divided through strong simple lines, Materials of balustrades should be either hardwood (natural or painted) or powdercoated aluminium or steel. The colour should complement the colour scheme of the rest of the building.



7.5 LOOSE STANDING STRUCTURES, OUTBUILDINGS AND ADDITIONS

a) The design and finishing of patios, carports and outbuildings should complement the design and colour scheme of the main building.

b) Outbuildings and additions should match the original design and style, both in elevation and in material usage.

SITE DEVELOPMENT PLANS

WHAT IS A SITE DEVELOPMENT PLAN

A Site Development Plan (SDP) is a legal document, an extension of the town planning scheme, which is a detailed plan addressing all existing and proposed development on a site.

It consists of 3 sections, namely:

1. **A plan indicating all existing and proposed development on the site plus internal drainage layout and proposed servitudes.**
2. **A plan indicating the services' connection points and internal streets.**
3. **A landscaping plan.**

PURPOSE OF A SITE DEVELOPMENT PLAN

The purpose of a Site Development Plan is:

1. **To enable the City Council to determine whether the proposed development adheres to the requirements of the Town Planning Scheme.**
2. **To evaluate the layout and design in terms of function and cost.**
3. **To determine to what extent the proposed development blends with the surrounding environment.**
4. **To enable the developer to solve problems prior to the compilation and submission of detailed plans, thereby saving substantial costs relating to redesigning activities.**

PROCEDURE

- **All plans should be submitted by/on the dates and times set by the Town Planning Department.**
- **The plans are then circulated to the various departments. These departments each submit written comments on the plans.**
- **The plans are discussed during the SDP technical committee meeting and recommended for approval. (Subject to certain conditions in some cases) and referred back for adjustments.**
- **Once the plan has been evaluated and approved by the SDP technical committee it is referred to the Aesthetic Committee for final approval of the SDP plan and elevations of the proposed buildings.**
- **No building plans will be received until both the SDP and Aesthetic plans have been approved.**

PLANS TO BE SUBMITTED (FOR EVALUATION PURPOSES)

a. **Five (5) paper copies and 1 (one) coloured copy of the side development plan, indicating the existing and proposed surface development, and surface as well as sub-surface services.**
b. **One (1) coloured copy of the elevations of the building, as well as 1 (one) coloured paper copy of a street elevation plan.**
c. **One (1) coloured landscaping plan.**
(See annexure)

BASIC INFORMATION REQUIRED FOR ALL SITE DEVELOPMENT PLANS

Although different information for different types of development are necessary, all SDP must contain the below mentioned information. Plans not containing the information will not be evaluated.

Indicate which option is being exercised, should medium density housing be supplied.

1. **Sectional Title (All services and roads jointly)**
2. **Full Title (Council takes over roads and services)**
3. **Full Title (Council does not take over roads and services – Section 2 Company)**
4. **Other (Describe)**

.....

1. **Description and number of the erf/holding/farm portion and the surrounding ground.**
2. **Street name and number of property.**
3. **Erf boundaries, measurements and surface area of site.**
4. **Location of all existing and proposed buildings and the use thereof.**
5. **Parking areas, measurements thereof and the sections to be landscape.**
6. **If required, the location of development on adjacent properties.**
7. **Measurements between buildings and boundaries and between the different buildings.**
8. **Building restriction zone building lines, servitudes, floodlines, boundaries of geologically unsuitable ground.**
9. **Measurements of entrances and exits including the radius of turning circles, as well as the linking up with existing roads.**
10. **Contours with a 1 m interval and the removal of storm water.**
11. **All servitudes.**

12. Floor levels and floor level heights for all buildings on ground floor level, as well as basements.
13. Vehicle and pedestrian circulation, entrances and exits, direction of traffic flow.
14. Street reservations, loading zones and their measurements.
15. Location of refuse areas and the measurements.
16. The height and material of walls and fences.
17. Subdivision lines – if applicable.
18. Phasing of development – if applicable.
19. All existing municipal services adjacent to the erf.

20. The following controlling list must be completed and affixed to the plan:

	Required/Permitted	Supplied/Use
• Floor Space		
• Cover (%)		
• Height		
• Density (unit/ha)		
• Parking		
• Surface built-up		

21. A parking schedule indicating the following:

	Area to be used	Parking ratio	Required	Supplied
Covered parking				
Open parking				
Visitors parking				
Total parking				

22. A plan of the services that includes the water, fire controls, existing and proposed storm water pipes, electricity and sewerage connection points, as well as the proposed layout, by a professional engineer, of such services.
23. Details of the landscaping of the site.
24. The landscaping and services plans must be separate plans and must be submitted with the layout plan.
25. Food preparation premises must be provided with a wet refuse area and a sewerage gully. The refuse area must be under cover and the sewerage must be linked to the municipal sewerage.

ADDITIONAL INFORMATION FOR DIFFERENT PLANS

PLANS FOR INDUSTRIAL AND COMMERCIAL BUILDINGS

- Product to be manufactured.
- Floor surface space of the manufacturing, store space, wholesale and office components (to determine parking requirements).
- Loading zones.
- Visitors parking close to the entrance (not acceptable at the rear of the building).
- Detail of landscaping.

PLANNING FOR OFFICES AND SHOPS

- The floor surface of the different uses.
- Pedestrian and goods entrances.
- Narrow service passages by shops are unacceptable; refuse can easily heap and inconvenience the public.
- In the layout of parking areas, especially where shops are concerned, the direction of pedestrian movements must be considered.
- The design and layout of shopping centres must provide for the accommodation of advertisements that can be easily maintained and that will satisfy the needs of the shop owner.

PLANS FOR NURSERY SCHOOLS AND Crèches

- The number of children to be accommodated.
- Playing areas in square metres.
- The number of classrooms and offices and the measurements in square metres.
- Personnel parking.
- Parking for parents (stopping areas).
- Traffic circulation and linking system with the entrance of the building.
- The height of the boundary walls.
- Landscaping.
- Dwelling areas of adjacent properties.

Note: A one-way vehicle circulation system is preferred with an entrance and a separate exit. The determination, in the case of mini crèches/nursery schools, can be relaxed if the Town Council is convinced that it can function effectively. The Town Council can permit parking on the pavements in certain cases.

PLANS FOR DWELLING UNITS (SECTIONAL TITLE UNITS, FLATS AND GROUP HOUSING

Site Development plans for the abovementioned must include the following:

- The orientation of each dwelling unit.
- The connection between the dwelling unit and the outdoor areas.
- The connection between the entrance to the dwelling unit and the parking and a service area/drying area/storage area.
- The parking (open and under cover), as well as the comparative relation of parking to dwelling units.
- The distance between dwelling units and erf boundaries or adjoining units.
- The workmanship of boundary walls and walls between erfs and units.
- The ownership of communal areas and access roads.
- In the case of group housing, provision must be made for smaller units to be expanded (specifically where it is situated outside the reluctant areas).
- A sectional title scheme must be provided with a communal refuse area (for household refuse, as well as an appropriate space for a 6 cubic metre refuse container for garden refuse).

Note: In the case of group housing schemes where individual erfs are sold, a subdivision plan, together with the site development plan and service outlay and installation, must take place to the satisfaction of the City Council.

If double garages are not provided with each unit, it must be indicated how covered parking can be converted into garages.

SECOND DWELLING UNITS

- The location of the existing dwelling unit.
- Access to both units.
- Parking areas for both units.
- Private outdoor areas for both units.
- Service areas/drying areas for both units.
- Workmanship of walls and boundaries between units.
- Elevation of existing and proposed dwelling units and the community elements in the elevation.

LANDSCAPING PLANS

1. Separate landscaping plans must be submitted.
2. Only plans from qualified Landscape Architects will be accepted for developments in the Centurion Centre (the CBD area) and Highveld Technopark.
3. Landscaping plans must indicate the position and type of landscaping.
4. Botanical names (correct spelling) of all plants are required.
5. The local climatic conditions must be kept in mind in the choice and maintenance of plants.
6. In industrial/commercial areas big trees are preferred to shrubs, flowers and grass.

- Scale: 1 : 100 with a maximum of 1 : 250.
- The number of ground covers, with a minimum of 3 per square metre, must be indicated.
- One (1) Tree per 3 (three) open parking areas must be provided for all developments.
- Trees with root systems that damage underground services are not acceptable.

SERVICE PLANS

It is in the applicant's own interest to submit a service outlay with other components of the site development plan to eliminate potential problems in the early stages.

The following information must be indicated on all services plans:

1. Erf boundaries and road reservation boundaries, as well as servitudes.
2. The number and measurements of parking places.
3. Measurements of entrances and exits and internal roads, as well as internal circulation, that are indicated with arrows.
4. Width of link up road.
5. Bell mouth radius of entrances and exits.
6. Internal circulation flow of traffic by means of arrows.
7. Contours with 1 metre contour intervals.
8. Existing kerb inlets, transformer boxes, light poles and fire hydrants on adjacent streets.
9. Floor level heights of buildings (ground floor and basements).
10. A location plan with street names and erf numbers of adjacent erfs (indicate whether adjacent erfs are built-up or vacant).
11. Water, sewerage and electricity connection points.
12. The proposed design of the water, sewerage and electricity distribution and the leading away of storm water must also be indicated. It must be designed by a professional engineer.
13. If necessary, a 1 : 50 year floodline which is certified by a professional engineer.
14. Adjacent municipal services.

GROUP HOUSING (SERVICES PLANS) FULL TITLE UNITS

In group housing (full title units) where services are carried over to the City Council, the following is relevant:

1. A subdivision plan must be submitted with the services and site development plans.
2. Servitude for services for the proposed subdivided erfs must be indicated on the subdivision plans, the site development plans and the services plans.
3. The treatment of areas that are geologically unsuitable to build on must be indicated.
4. Comprehensive plans with specifications and quantities for internal engineering services, as designed by a professional engineer and according to the Town Engineer's standards, must be submitted to the Town Engineer.
5. The services plans, site development plans and subdivision plans must be approved before the construction work can be continued.
6. The engineering services must be installed by an approved contractor and according to the approved plans and specifications.
7. A professional engineer must supervise in consultation with the officials of the Department of Town Engineers. It is important that site meetings are held regularly.
8. The abovementioned services (including roads) can only be carried over to the Town Council once all the conditions have been met and after the registration of all the subdivided sections.
9. Satisfactory guarantees must be given for water, sewerage, roads and storm water and electricity before subdivision can be registered. An escalation clause is included with the guarantees.
10. The Town Engineer must be satisfied with the installation of the services before any subdivided sections can be carried over.
11. All internal services must be inspected and taken over by the Council before any connections are supplied. Until all the conditions have been met, no building may commence.

ADDITIONS AND AMENDMENTS

After an SDP has been approved, there often arises the situation where additions and alterations are made to existing buildings. Where this takes place, the SDP has to be updated to reflect the changes. The SDP must be updated in the following manner.

Offices/commercial buildings/industrial buildings/schools

- The additions/alterations must be submitted on a copy of the approved SDP, and the alterations must be clearly marked.
- All aspects that are influenced by the alteration must be indicated (FAR, coverage, parking etc.).
- If this Department deems the changes substantial, it will be referred to the Departments for comments.
- Substantial changes in aesthetic appearance will be referred to the Aesthetics committee for approval.

Housing

- Full title:
- Additions must be clearly marked on a copy of the approved SDP and handed in for approval.
- The additions must conform to all existing building materials and appearance (i.e. aesthetic appearance).
- All adjoining neighbours' consents must be indicated on the plan.

Sectional Title

- The same as for full title, but the Body Corporate's consent must be handed in with the plans on a formal letterhead. (Neighbours' consent not applicable).

Annexure

The following 7 plans must be handed in for evaluation:

1 Plan marked: Town Planning : SDP (coloured)
1 Plan marked: Emergency Services
1 Plan marked: Health Department
1 Plan marked: Town Engineer : Traffic, roads and stormwater
1 Plan marked: Town Engineer : Drainage and water
1 Plan marked: Electrical Town Engineer
1 Plan marked: Parks and Recreation (coloured)

It must be remembered that the purpose of the 7 plans is to speed up the process of evaluation. It is therefore in the interest of the Architect to supply all information needed on the applicable plans. The only plan that remains on the SDP file is the one marked Town Planning and it must therefore contain all the information.